

# Navy News

JUNE 1997

70p

**50 years of jet-powered warships**

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**It's a new world for the Reserves**

Four-page centre pull-out



**Little ships win big prize**

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**Govt takes wide-ranging look at tasks and needs**

# NEW REVIEW TO START SOON

**Norfolk takes a bow**

HMS NORFOLK is due to return home next month after a busy deployment to the South Atlantic. More news of her and pictures in page 13.

THE NEW Government's defence review announced in the Queen's Speech to Parliament will be "wide-ranging" and will look at present and future commitments as well as structures and needs.

## Awards scoop by Navy News

A QUARTET of prizes has made *Navy News* one of the chief winners of awards presented by the British Association of Communicators in Business.

We won two class trophies for headlines and best illustration, an Award of Excellence in the internal newspapers class, and a Certificate of Merit for news story.

■ What the judges said – page 18.

"The Government intends to complete the strategic defence and security review as quickly as practicable," a Ministry of Defence spokesman told *Navy News*.

"The aim is for completion around the turn of the year.

"It will be a wide-ranging exercise and will involve consultation inside and outside Government. We will be assessing likely commitments and interests, both future and current, and how the Armed Forces should be structured to meet them."

He said the review would be led by foreign policy. It would ensure our Forces were matched to tomorrow's challenges and that they had a clear sense of purpose.

In her speech, the Queen said: "My Government will ensure a strong defence based on the North Atlantic Treaty Organisation, and promote international peace and security. They will play a major role in decisions to shape NATO's future,

■ Turn to page 12







## Endeavour returns to her roots

**WATCHED** by thousands of sightseers, the Australian-built replica of Capt Cook's bark Endeavour enters Whitby – birthplace of the original ship over two centuries ago.

Cook's sturdily built 'Whitby collier', was launched as the Earl of Pembroke in the mid 18th century. As HM bark Endeavour, she left on her epic voyage of discovery to Australasia in 1768.

The full-size replica completed her voyage from Australia to London in March. She then visited ports on the east coast, and in June was due to be at Inverness and Greenock, at Liverpool and Fishguard in July, and Falmouth and Plymouth in August.

Weymouth, Brighton and St Helier are among her stopping-off points during September and October.

Meanwhile, another replica – that of the

Tudor ship Matthew – is re-enacting John Cabot's transatlantic voyage to Newfoundland. As she left Bristol on May 2 she was escorted by HMS Dasher, vessel of the University RN Unit at Bristol.

At the helm for the start of the Matthew's seven-week voyage from the City Docks was the Duke of Edinburgh, while the Royal Marines Band Plymouth played on the jetty.

Picture: Yorkshire Regional Newspapers

# Sailors in key role after blast horror

**FIVE** Royal Navy ratings and a Ministry of Defence security guard took a key role in a harrowing search for survivors after a French naval vessel exploded and sank off Cherbourg.

The six Britons formed the crew of HM sail training craft Sea Harrier which was just two miles from the 400-ton French auxiliary ship La Fidele when an internal blast ripped through her and sank

her within two minutes.

Sea Harrier, skippered by CPO(AH) Brian Voce, reacted immediately by radioing La Fidele's last position to British Coastguards for relay to the French authorities.

"We were en route from Gosport to Alderney on a week's adventurous sail training expedition," said Brian. "On the morning of April 30 we were five miles off Cherbourg and saw the French ship a couple of miles off our port bow. Suddenly there was an almighty explosion and we saw a large plume of black smoke."

"She was on fire aft and within two minutes she sank by the stern."

### Liferafts

Sea Harrier made for the position where all that was left of La Fidele were liferafts and a marker buoy. Twenty-two men from the ship had survived and were in the rafts.

"A French fishing vessel had also approached and within 20 minutes a French rescue helicopter was on the scene," said Brian. "The men in the liferafts were safe for the time being, so we looked for any survivors in the water. It was very cold and if anyone was alive we knew

they would not survive immersion for very long."

In fact, no one was alive in the water, although Sea Harrier recovered one of the two bodies to be found. Three others are missing, presumed dead.

"It was a horrible sight," said Brian. "The man had obviously died in the explosion and had received terrible injuries. But my crew coped very well, especially the MOD Guard Service man, George Hardstaff – an ex-soldier who was a pillar of strength – and POAEM(M) Martin Holliday."

Eventually they were able to transfer the body to a rescue vessel and were then asked to put into Cherbourg to give statements to the French maritime police.

"The French made us very welcome," said Brian. "They seemed very grateful for what we had done. They fed us and repaired the guardrail of Sea Harrier which had been damaged during the transfer of the body."

All the crew members are based at RN air station Yeovilton, the Navy men being members of 848 Naval Air Squadron. They include LWTR Martin Lambert, POAEM(L) Peter Cummins and AEM Mark Newcombe.



● LW(PHOT) Tammy Williams – found strangled.

## Mystery of murdered Wren's last hours

**POLICE** ARE still trying to solve the mystery of the last hours of murdered Wren Tammy Williams.

Tammy, a 23-year-old leading airwoman photographer based at HMS Drake, was found strangled in a Plymouth flat on Monday, April 28. She was last seen by friends when she left a city nightclub in the early hours of the previous day.

A 30-year-old man has been charged with her murder and remanded in custody.

Police are still keen to know how Tammy ended up in a ground-floor flat in Anstis Street, Stonehouse, with which she had no known connection.

### Missing earring

They are asking anyone who saw Tammy after 1 am on April 27 to contact them on 01752 751510. She was wearing a diagonally striped dress. They are also keen to find a missing earring in the shape of a gold cross, and her black leather purse and credit cards.

Just a few months ago Tammy became one of the first Navy photographers to be awarded a National Vocational Qualification, level three.

Her funeral took place at Leicester Cathedral on May 23. Royal Navy ratings were pallbearers, and the last post was sounded by a Royal Marines bugler.

## Flowers of the sea

A **WARTIME** motor launch is being honoured during the Flower Festival at St John's Church, Dodworth, Barnsley.

HMM1, 120's badge design forms part of the church porch display, the theme of which is the sea.

## Royals return from Congo

**WITHDRAWAL** of Royal Marines and other British Forces from the Congo was going ahead as *Navy News* went to press.

About 40 members of the Corps had been deployed to Brazzaville. They formed the advance guard of Operation Determinant, mounted to evacuate hundreds of British nationals in and around the Zairean capital Kinshasa, if necessary.

With the end of widespread fighting and Laurent Kabila's assumption of the presidency of the newly named Congo Republic, it was assessed that evacuation was unnecessary.

The Marines and British Army units in the region were returning to RAF Lyneham and Brize Norton. Meanwhile French and Belgian troops remain in the area for the time being.

As the British Forces prepared to leave, four Royal Marines were held briefly by Congolese police at Brazzaville. They were released when the British Consul was able to reassure the authorities as to their identities.

## Marines held after drugs bust at sea

**TWO ROYAL** Marines are among 14 people in custody in connection with an alleged attempt to smuggle £13 million worth of cannabis into Britain.

Customs officers found 25 bales of the drug when the Maltese registered freighter Simon de Danser was intercepted by a Royal Navy frigate in international waters off Portugal on May 7. The Ministry of Defence were not releasing the name of the warship.

Eight people were arrested on board the freighter. They included Nigel Spencer (27), a serving Royal Marine attached to the Special Boat Squadron, and former Marine Charles Thomas (35).

### Raids in UK

Five others have appeared in court after being arrested in separate raids across England. They include another serving Marine, Mark Jones (32). Drugs, a firearm, cash and documents were also seized.

The others arrested on the ship are Frenchman Alain Quallier, Peter Mercer, Murat Lor from Istanbul, Anthony Dallara from

Spain, Martin Wallesden and Norman Walker.

Besides Mark Jones, those arrested ashore in UK include Sean McEvoy, Sandra Stone, David Charrington and Mark Spinks. As *Navy News* went to press, David Charrington's brother Brian was being held in Spain pending extradition proceedings.

## Two accused in Singapore

A **ROYAL** Marine on the Navy's Ocean Wave deployment has been remanded in custody in Singapore, accused of being involved in robbing a taxi driver of £20.

Marine Richard Britten was charged with REME soldier John King. If found guilty they may face a caning as well as several years in jail under Singapore's tough crime laws.

## CENTURY'S LAST FRIGATE

● HMS Sutherland, still wearing the Red Duster, arrives at Devonport.



**HMS SUTHERLAND**, due to be the last frigate to enter Royal Navy service this century, was greeted in Scottish style when she was handed over at Devonport on May 15. Two Scottish pipers of 1st Battalion The

Highlanders played while members of her ship's company not already on board marched up the gangway. Sutherland, 13th of her class to be accepted by the Navy, joins the Sixth Frigate Squadron under her

Commanding Officer, Cdr Martin Harriman. The last three ships of the class on order – Kent, St Albans and Portland – are due to enter service in the years 2000-01.

Picture: LA(PHOT) Andy White

## Museum work to start soon

**WORK** ON the £10 million redevelopment of the Royal Naval Museum at Portsmouth is due to start this summer.

Tenders for the £5 million first phase of the project are expected to be received soon, which would allow a July start date, the museum's Development Manager, Julian Thomas, told *Navy News*.

The European Commission has released £50,000 to the museum from the Konver Fund for the regeneration of areas affected by the decline of defence industry.

■ A new exhibition celebrating more than 100 years of SSAAFA Forces Help will tour the country after it closes at the Imperial War Museum on June 5.



# Nelson's flagship delivers a double bequest to the nation

TWO visitors to HMS Victory must have felt very much at home, even though it was their first time on board.

The six-day-old babies were on the wooden warship to see, respectively, where mum and granddad work.

Mum is Lt Kerry Straughan, who gave birth to 9lb 9oz Thomas Daniel Masterman on May 6 – she had given up work as the flagship's First Lieutenant only three days before.

Thomas arrived on his due date – which also happened to be mum's 35th birthday.

"I was fit all the way through my pregnancy, so there was no need to give up work any earlier," said Lt Straughan.

"For the last two weeks I didn't go up and down stairs but otherwise carried out my duties as normal. Victory is a very pregnancy-friendly ship – I was well looked after."

Thomas' name recalls that of Nelson's captain of

Victory at the Battle of Trafalgar, Thomas Masterman Hardy.

A few hours later, in the same maternity unit in Portsmouth, Lt Straughan's boss became a grandfather.

Michelle Hodgkinson, daughter of Victory's commanding officer Lt Cdr Mike Cheshire, gave birth to 8lb 10z Jessica Elizabeth, who arrived 12 days late.

Jessica's dad is a serving RN officer, Lt Cdr Chris Hodgkinson, Operations Officer for Type 23 frigate HMS Grafton.

And to complete the naval links, Thomas' dad is also an officer – Lt Cdr Harry Straughan, who works for Flag Officer Surface Flotilla in Portsmouth.

The babies' birthday almost coincided with a birthday for Victory herself – May 7 marked exactly 232 years since the ship was launched at Chatham.

● *Cot scene:* (from left) Michelle Hodgkinson with Jessica, Leading Seaman Bob Kane, Victory's Quartermaster, and Lt Kerry Straughan with Thomas.

Picture: LA(Phot) M.Hipkin, FOSF Photographic Unit.



# A TREAT FOR THE YORKIE BAR KIDS

ALL HMS YORK's strong ties with the city of York came to the fore when she docked at Hull for a five day visit.

First came a visit to Galtres School for special needs children, for whom the Type 42 destroyer has raised over £7,000 over the past two years. This was combined with a special concert by the Band of Flag Officer Scotland and Northern Ireland.

A further charity concert in the spectacular venue of York Minster raised funds for the school, the Lord Mayor of York's Charity, York Minster and King George's Fund for Sailors.

This was sponsored by York-based Nestle UK Ltd, for whose popular Yorkie bars the ship has long had a particularly sweet tooth.

Sporting fixtures were arranged with many of the local military units and HMS York's soccer team had a special training session with York City Football Club. During this the team was presented with a complete Club strip, now the ship's own official livery.

## Floodlit

The visit began with a reception on board for the Lord Mayor and the Dean of York Minster, featuring a floodlit Beat Retreat on the jetty, and ended with Lord Mayor's Divisions outside the Mansion House.

Here the Freedom Scroll originally presented to the ship in 1991 was re-read and the ship's company saluted the city. The parade, on a busy Saturday morning, attracted a large crowd.

For the journey back to Portsmouth, detachments of Sea Cadets from York and Scarborough took passage and then spent two days visiting the Royal Naval Museum, HMS Victory and the Submarine Museum. See also page 10.

● *LS Derek Simpson shares a joke with the Lord Mayor of York Cllr Ken King.*



## Historic Ships deal is just the ticket

FLAGSHIP Portsmouth, the umbrella organisation for the city's historic ships, has introduced a new season ticket aimed at the enthusiasts.

The ticket, launched last month, gives unlimited entry for two years to HMS Victory, HMS Warrior, the Mary Rose, the RN Museum, Warships by Water and the Dockyard Apprentice.

Adults will pay £17, children £12, senior citizens £14.50, and a family ticket, covering two adults and one child will cost £40, also allowing extra children and grandparents in at half price.

The opportunity to save money is considerable – an adult making just one visit to all the historic dockyard attractions would pay £14.

Season tickets also give a 25 per cent discount for all accompanying friends and relatives. Flagship general manager David Geddes said: "This ticket is tremendous value for money. It would also make an excellent gift to anyone who enjoys the attractions of the dockyard."

The heritage area – the only one located within a working naval base anywhere in the world – attracts 650,000 visitors a year, with HMS Victory alone proving a magnet for 400,000.

## IN BRIEF

DUE to demand, the Thanksgiving Service for Capt Nick Barker, CO of HMS Endurance during the Falklands War, who died in April aged 63, has moved to Southwark Cathedral on June 11 at 3p.m.

TWO of the last episodes of BBC1's quiz show *Mastermind*, which ends its 25 year run this summer, will be shown from Britannia Royal Naval College Dartmouth's quarter-deck before an invited audience of staff, families and officers under training.

THE RN hosted a visit to Plymouth by the mv *Anastasis*, the converted cruise liner 'Mercy Ship' that offers free health care and other assistance to impoverished nations around the world.

NEW exhibitions and a reunion are planned to mark the 15th anniversary of the raising of the remains of the Tudor warship *Mary Rose* from the Solent on 11 October 1982.

NAAFI has presented the Royal Star and Garter Home at Richmond with £2,000 worth of electrical equipment, donated from cash raised during the company's 75th anniversary celebrations last year.

A RARE double DSM awarded to PO Leonard Roberts of HMS Saracen has been presented by his family to the RN Submarine Museum.

THE ROYAL Armouries Museum and the Ex-Services Mental Welfare Society is sponsoring a £1,000 short story competition for the best fiction or non-fiction entry on either 'Military Life', 'Wartime' or 'Peace', for which no items on Korea, Aden, Northern Ireland, the Falklands, the Gulf and Bosnia have yet been received. Tel 0113 243 3300 for details.

HMS SULTAN now has a second bridge linking the two halves of the Gosport establishment across Military Road.

THE BRITISH Korean Veterans Association is sponsoring a plot in the new National Forest at Croxall, Staffs in memory of the 1,078 British servicemen who died in the 1950-53 war.





# Drafty... The Drafting Co-ordination Office...



## For 'Jacks' of all trades

ONE OF the less well known sections of the Naval Drafting Directorate is the Drafting Co-ordination Office.

This office draws together those areas of drafting business with a common thread which don't neatly fit into the mainstream drafting task.

The office is staffed by a mixture of Service and civilian personnel and provides general support facilities on a whole-unit basis, such as arranging and establishing closed drafting periods to suit a ship's deployment programme and liaising with units to support complement run-down profiles to meet closure, refit, non-operational or sale dates.

Also provided are a central booking facility for general training courses, the administration of draft orders, the management of flight and unaccompanied baggage requirements for local foreign service, the co-ordination of Extended Service personnel and the provision of estimated relief date reports, distributed on a six-monthly cycle, to support personnel management planning.

### Travel centre

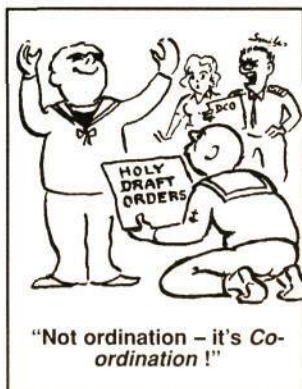
Drafty's answer to Thomas Cook is the Movements Leading Regulator who administers flight requirements with the Joint Services Travel Centre (JSTC) for all officers and ratings appointed/drafted abroad and initiates the necessary procedure with the Government's agency for the movement of unaccompanied baggage.

However, as the Navy reduces in size, so does the number of complemented billets overseas and the chances of Local Foreign Service (LFS) and a family accompanied draft are less.

Nevertheless, it is not all gloom and doom as there remain some 500 LFS billets in overseas units, albeit mainly in Europe.

Personnel who are interested in either accompanied or unaccompanied LFS should volunteer by submitting a C230. Who knows? It could be your turn next!

On the subject of LFS and



flights in particular, personnel joining shore units and ships abroad, together with their UPOs, should be aware of passport and visa requirements for individuals and, as appropriate, the family.

Some countries require a visa even if personnel are only staging through to another destination.

To save personnel being denied entry, not to mention the diplomatic and financial implications, any queries regarding visas should be raised with JSTC as soon as possible.

### Extended Service

In the past four years Extended Service (ES) personnel and associated complemented Special Billets (SBs) have significantly reduced. The MOD policy of returning SBs to the active Service (AS) commitment by replacing ES personnel at the end of their current engagement with AS personnel has not changed.

However, in the present taut manpower climate, it has been decided that, exceptionally and on a case-by-case basis, a number of individually identified billets may be filled by ES personnel when

they cannot be filled by AS ratings and hard gaps would result.

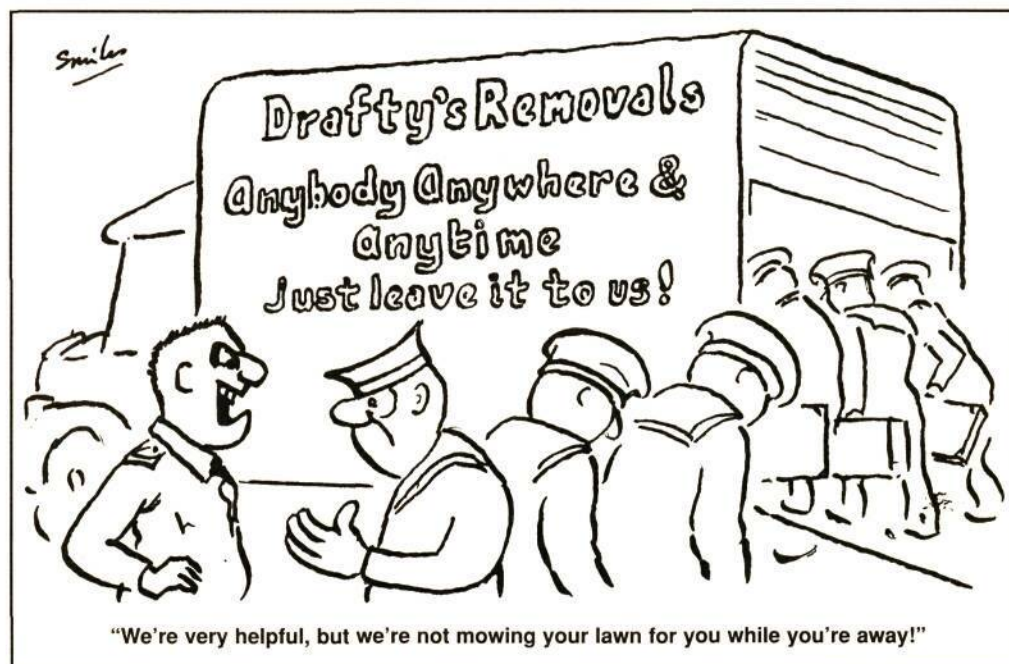
Although a number of additional SBs will be established and volunteers will be trawled for by signal, the ES engagement is not about to take off and will be carefully monitored.

### Paper mountain

Does anyone know where TSRO ST GEORGE IS? The Draft Order Administrator does. Ensuring that the 900 plus draft orders authorised every working day are actually printed and addressed to the correct destination with the correct additional documentation attached, needs careful management.

While much of the process is achieved using computers, the end result is still that a mountain of paper needs sorting and despatch.

Future IT systems may provide the facility for draft orders and



other manpower management details to be received direct by units but this is still some way off. In the meantime, the paperless drafting office remains just a dream.

This situation is not helped as draft orders become more customer friendly, by additional annotated standards remarks and the introduction of plain language translations of ADQUALS.

Nevertheless, further areas for improvement are being assessed whilst remembering that the draft order has already grown unwieldy, far removed from its original purpose of moving ratings from one unit to another. Therefore, if any information is considered unneces-

sary by unit administrators, the co-ordination office would like to hear from you.

### Lost courses

Leadership, ship protection and firefighting training courses are always heavily subscribed and booked well in advance to meet either advancement or mandatory requirements and to support PJT packages.

Unavoidable situations may arise, resulting in personnel unable to attend a booked course, and there may be some flexibility for moving personnel between courses.

However, a number of last-minute cancellations, particularly for Leadership courses, and non-attendance in general, is significant. The downstream effects are:

- The loss of valuable course places.
- Ratings join units without the required PJT and certificates.
- Waste of training resources.
- Unnecessary travel and associated costs.

The primary reason for cancellation of leadership courses is failure to reach the required fitness standards and administrative error for non attenders on other courses.

Details of pre-course requirements, course dates and relevant information are normally established early on draft orders.

A greater awareness and planned management of the appropriate requirements by individuals, their divisional officers

and unit administrators would help to reduce last-minute cancellations and non-attenders. The message is simple - help yourself, your unit and Drafty by ensuring that you read and understand the draft order directive and amplifying instructions.

If there are any problems, let your divisional officer and UPO know as soon as possible in order that they can be addressed in a timescale that enables alternative arrangements and re-allocation of valuable course places to be made.

## THE TEAM

DCO Lt Cdr Fred Patchett ext 2565.

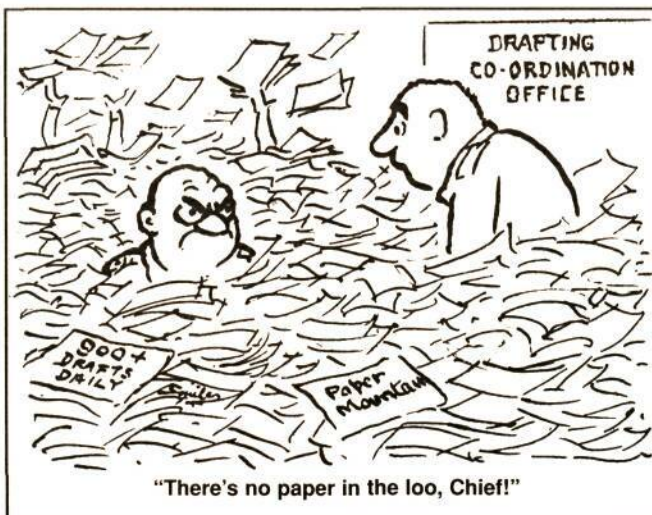
DC1 CPWTR Taff Griffiths (office manager and Extended Service Personnel) ext 2567.

DC2 WWTR Julie Turner (Office Admin LFS/NI Clearance and Assistant Movements) ext 2522.

DC3 Mrs Liz Dean (Course Liaison SPO, Leadership, Firefighting) ext 2566.

DC4 Mrs Shirley Tott (Draft order management, commercial course, routine administration) ext 2532.

DC5 LReg Graham O'Reilly (movements, flight bookings, unaccompanied baggage) ext 2560.



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## Culdrose boasts Europe's first drive-through helicopter wash

AIRCRAFT maintainers at RN Air Station Culdrose have the luxury of Europe's first drive-through helicopter wash.

The installation, developed by the Surrey firm WNV Systems, is designed to wash off salt spray picked up by the aircraft during flying operations.

Previously, the salt, which accelerates corrosion, had to be removed manually with water hoses - a costly operation in man hours and an excessive use of water.

### Longer life

Commodore Simon Thornehill, the Commanding Officer of RNAS Culdrose, said: "We spend an enormous amount of time in preventative maintenance or repairing areas on our aircraft damaged by corrosion."

"The automatic rinse not only saves time but will extend the life of our helicopters."

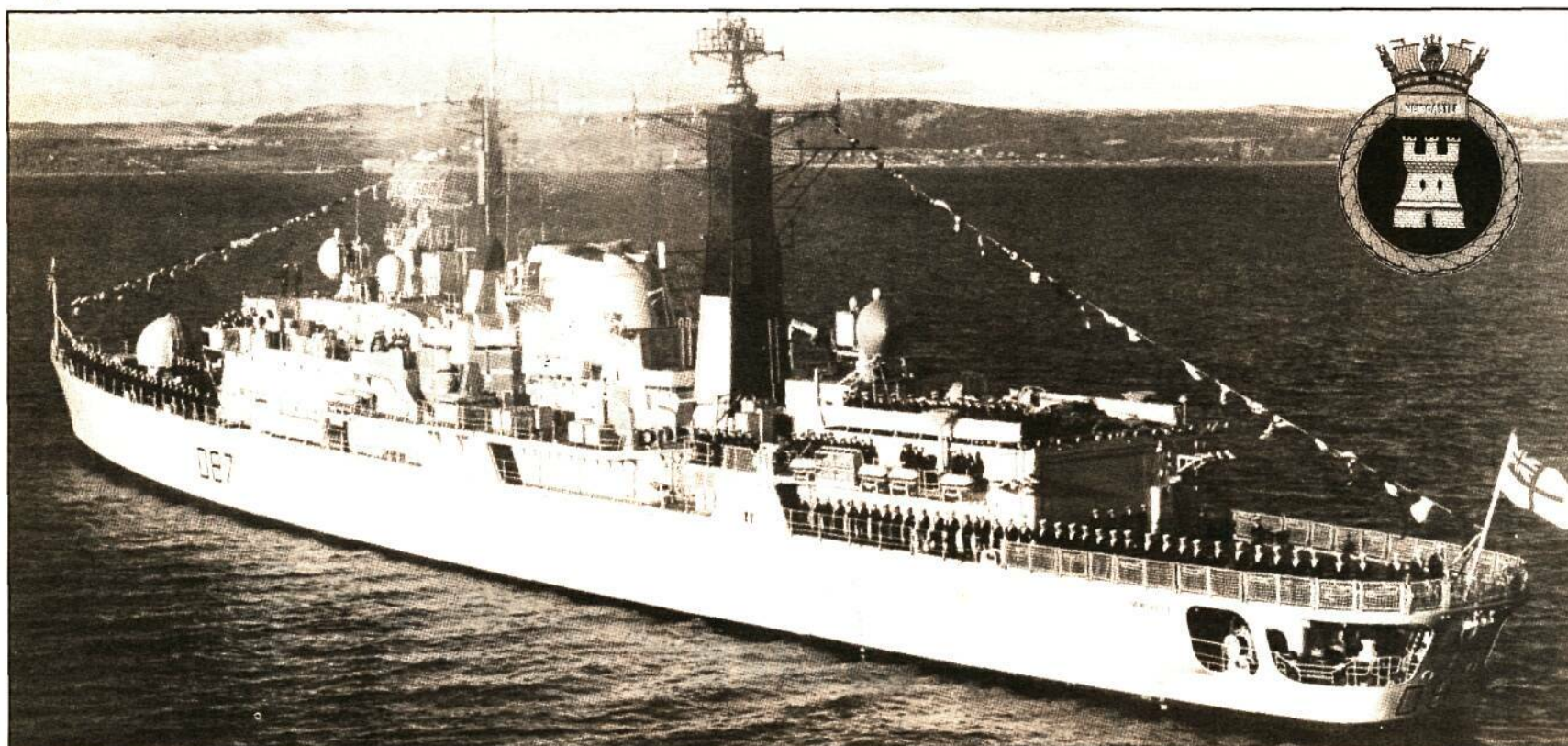
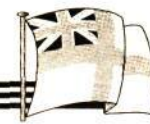


The full rinse takes just three minutes and 75 per cent of the water is recycled.

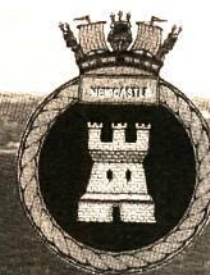
Similar facilities are being installed at other military locations.

● The rinser automatically sprays 7,000 litres of water at the taxiing helicopter





● Heading home – HMS Newcastle anchors off Leith to salute the Queen before sailing south to Portsmouth.



## Facts and figures

**Class:** Type 42 destroyer  
**Pennant number:** D87  
**Builder:** Swan Hunters, Wallsend-on-Tyne  
**Launched:** April 24, 1975  
**Commissioned:** March 23, 1978  
**Displacement:** 4,100 tonnes  
**Length:** 119.5m  
**Beam:** 14.3m  
**Draught:** 5.8m  
**Ship's company:** 253 (24 officers), accommodation for 312  
**Machinery:** COGOG (combined gas turbine or gas turbine): two Rolls Royce Olympus TM3B gas turbines of 50,000hp sustained; two Rolls Royce Tyne RM1C gas turbines (cruising) of 9,900hp sustained  
**Speed:** 29 knots  
**Range:** 4,000 miles at 18 knots  
**Armaments:** Sea Dart surface to air missile twin launcher; Vickers 4.5in gun; four 20mm anti-aircraft machine guns; two Vulcan Phalanx close-in Gatling guns  
**Radars:** Air search: Marconi/Signal Type 1022; Air/surface search: Plessey Type 996; Navigation: Kelvin Hughes Type 1006; Fire control: Marconi Type 909

# As good as new

ALTHOUGH now back with the Fleet, HMS Newcastle's recent history shows the extent of the work carried out on a warship in refit.

Newcastle, a Type 42 destroyer, is almost 20 years old, and last November emerged from a 14-month second refit by Babcock Rosyth Dockyard Ltd – BRDL – on the Forth near Edinburgh.

Her refit covered all areas of the ship, from engines to sensors, and the need for access at times left her resembling a Swiss cheese with more than 30 holes cut into her hull.

The Weapon Engineering Department work package consisted mainly of restorative work, with upgrades for the Phalanx close-in weapon system and various communications devices.

New navigational equipment – the Navstar Global Positioning System – was added, along with new electronic warfare equipment.

The ship's 4.5in gun and Sea Dart missile launcher were removed as soon as she arrived in Rosyth, and were taken away for refurbishment. Replacements were fitted shortly afterwards.

All areas requiring major work were stripped bare soon after the refit began, but within four months equipment was starting to reappear and was subjected to trials and inspections.

A similar story was unfolding in the Marine Engineering

Department. External surfaces were stripped of paint and patches of corrosion put right.

The 30 access holes were cut in the hull, allowing the removal of machinery and systems. All was restored around ten months after the ship entered dock, leaving her looking as good as new.

Throughout the refit the ship's Supply Department, through the Unit Personnel Office, had to maintain the pay records and the ship's correspondence system.

The stores sub-department became even busier, running not only the refit stores account, but also assisting in an exercise which resulted in the reduction of on-board stores by 12,000 items.

In August last year the rest of the department moved in to help with the logistics of moving the bulk of the ship's company – around 250 men and women in total – back on board.

As the various systems and pieces of machinery were brought back to life – the diesel generators and gas turbines had their first test runs before the ship's company was in place in September – the ship entered a phase of demanding Harbour Acceptance Trials before moving on to the Sea Acceptance Trials and safety tests.

Newcastle sailed from Rosyth on November 30, anchoring that day off Leith to fire a 21-gun salute on behalf of the Queen, marking the return of the Stone of Scone to Scotland.

Four days later she entered her home port of Portsmouth for the first time in 18 months.

The new year saw the destroyer preparing for five weeks of intensive operational sea training under the auspices of Flag Officer Sea Training at Plymouth, which took her through March.

By now fully restored to the

Surface Flotilla, Newcastle – the second-oldest of the Type 42s – sailed for NATO's Exercise Linked Seas off the coast of Portugal in April, and last month saw her visit her adopted city of Newcastle for a rededication ceremony, during

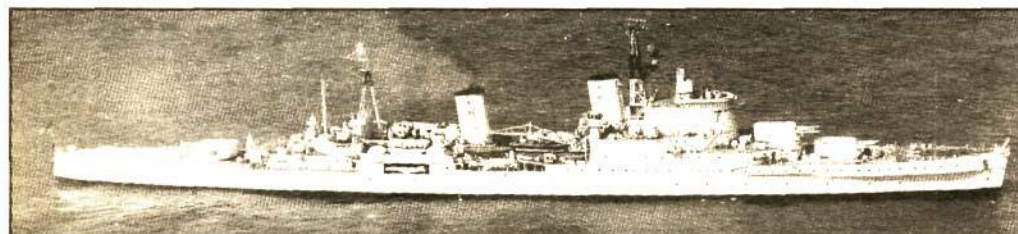
which she was planning to exercise her Freedom of the City.

Later this year the ship will assist in initial sea training for new entry officer cadets from the Britannia Royal Naval College, Dartmouth.

## Battle honours

Porto Farina	1655	Marbella	1705
Santa Cruz	1657	Sadras	1758
Lowestoft	1665	Negapatam	1758
Orfordness	1666	Porto Novo	1759
Schooneveld	1673	Spartivento	1940
Texel	1673	Burma	1944-45
Korea	1952-53		

## Early Newcastle takes honours



● Seventh ship on the seven seas – cruiser HMS Newcastle pictured in April 1952.

EIGHT ships have borne the name HMS Newcastle, with the first, sixth and seventh sharing most of the honours.

In fact, the first, a 50-gun ship built in 1653, took almost half the battle honours before being wrecked in a storm off Chichester in 1703.

The second Newcastle was a similar size to the first, carrying 54 guns. Built at Deptford in 1704, she was broken up in 1746.

The next ship was a bigger fourth-rate vessel, again carrying

50 guns. She was built at Portsmouth in 1750, and won honours at Sadras, Negapatam and Porto Novo before being wrecked in a hurricane in January 1761.

There was then a break before the fourth ship, of 1,556 tons and 60 guns, was built at Blackwall in 1813. She was broken up in 1850.

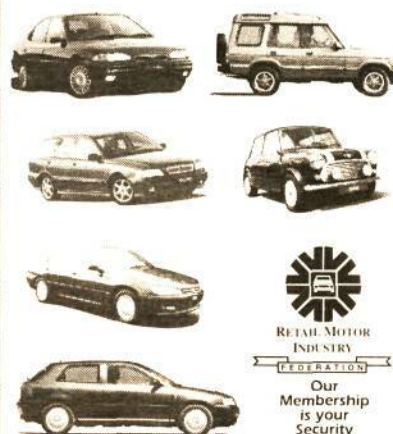
The fifth Newcastle saw a jump in technology – she was a 4th rate wooden screw frigate of 4,000 tons, built at Deptford in 1860, but within 30 years was being used as a powder hulk. She was sold in 1929.

The sixth Newcastle, a cruiser of 4,800 tons built by Armstrong Whitworth in 1909, saw service during World War I and was sold three years after the war ended.

The seventh, and perhaps best-loved, was built on the Tyne by Vickers Armstrong in 1936 as HMS Minotaur, and was renamed Newcastle soon after.

The ship, 9,100 tons of Southampton-class cruiser, served throughout World War II and also had a role in the Korean War. She was scrapped at Faslane in 1959.

## If You're Buying Don't Sell...



When vehicles are part exchanged, 'the trade' work on the principle that "There's only so much in a deal" – a good new car discount means less money for your old one and vice versa.

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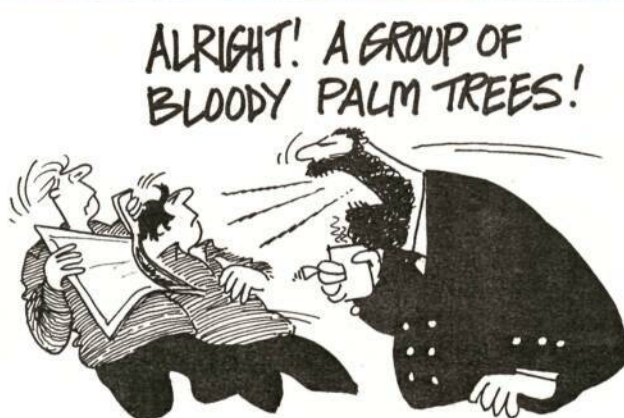
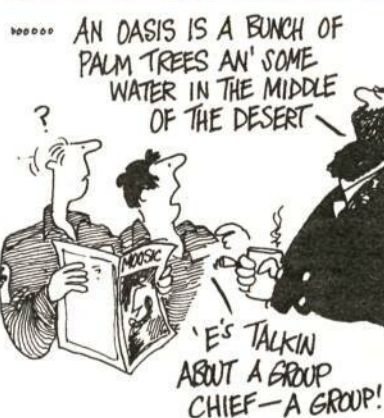
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<b>MAKE</b> TYPE (L, LX, ETC.) UK REG NO. NUMBER OF PREVIOUS OWNERS DATE FIRST REGISTERED HAS CAR CURRENT MOT CERT. RANK PRESENT ADDRESS		<b>MODEL</b> ENGINE C.C.s CHASSIS NO. ACTUAL (delete) MILES/KILOS IS YOUR CAR TAX PAID/FREE FULL DEALER SERVICE RECORD INITIALS		<b>COLOUR</b> Please tick for condition of car Above Average for Age Average for Age Below Average for Age	
TEL. WORK EXTN. FAX		TEL. HOME EXTN. FAX		ENGINE GEARBOX CLUTCH BRAKES STEERING TYRES BATTERY CARPETS SEATS BODY/PAINT EXHAUST	
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# JACK

BY TUGS



## Letters

### Double for Spirits

REFERENCE the March issue, I was very interested in the article on ships' badges.

My late husband George Brunton served in the submarine HMS Spirit and was presented with a Doultons earthenware tankard bearing a badge showing half a rum barrel with the legends 'The King, God Bless Him, 'Up Spirits' and 'HMS/m Spirit'.

The Spirit badge I purchased at the 1996 HMS Ganges reunion is quite different to the rum tub badge, however - could this be another case of dual badging, as with HMS Upholder? - **D.Brunton, Danbury.**

Alexander Clement of the Royal Doulton Museum tells me that the rum tub badge was probably the invention of the company.

Specially commissioned commemorative items of this type were not produced in great numbers and would now have a corresponding rarity value - Ed.

### Rock run no record

IN THE March edition of *Navy News* you posed the question of whether 270 runners from HMS Illustrious who ran to the top of the Rock of Gibraltar recently constituted a record entry for the race from an individual ship.

Your edition of February 1973 has an article about HMS Ark Royal's race where 293 runners completed the course. I myself came fourth with a time of 22 min 22 secs some distance behind the winner, Lt Tony Parker, who finished in 19 min 53 secs. - **CPO A.G.Hawkins, HMS Osprey.**

# Tough solution to trouble in the Govan

THERE is nothing new in Sea Cadet Units being harassed by the local thugs (April issue).

I first donned a blue suit at my unit in the very tough Govan district of Glasgow in 1951.

We had a ceremonial sentry, with a .303 and bayonet almost as big as himself at the Govan Road entrance.

After persistent harassment from the toughs he was withdrawn

into the premises of the unit.

Going to and from Govan Road Underground Station was a continuous running battle at one period. The problem was finally solved with a confrontation between 'us and them' during which a few bloody noses were handed out to

the 'civvies'. - **J.Stuart, Mannheim, Germany.**

### Forgotten recalled

SINCE you published my appeal to hear from anyone who served in BYMS, MMS or MFVs in the 'Forgotten Fleets' during World War II I have heard from many Patrol Service shipmates. As a result we have traced 37 craft in the Pacific Fleet and 36 in the East Indies Fleet that have not been forgotten in the annals. Keep on producing the best monthly publication in the UK. - **T.Bryant, Secretary, North London RNPSA.**

### Last word on oakum

REGARDING the oakum question (January and February issues), on 27 December 1963, whilst on passage between Fiji and Singapore in HMS Cook, for over-indulging on Christmas Eve I was given a bucketful of three-ply rope and had to tease it into individual fibres.

Am I therefore the last matelot in the RN to have picked oakum as a punishment? - **V.H.Forshaw, Colchester.**

### Stinging response

THE PHOTOGRAPH of HMS Barrosa 'stung by a Squid' (April issue) is well remembered. It was taken south of Malta in January 1955. I was a leading signalman aboard HMS Agincourt at the time and the story has an interesting prologue.

The Fourth Destroyer Squadron (Agincourt, Aisne, Marrosa and Corunna) were to steam in line abreast and launch Squid simultaneously for photographic purposes.

Unfortunately, Barrosa had difficulty getting under way (if memory serves me right Captain(D) had ordered all ships to weigh by hand and Barrosa 'lost it'). She was steaming to catch up to take station between Agincourt and Aisne when her Squid landed.

This raised a few eyebrows on the bridge, followed by a signal from a normally restrained Captain (D) 'Circumstances relating to the incident...' etc.

This photo (above) was taken shortly afterwards when things had calmed down somewhat. - **A.T.Ashworth, Otley.**



# 'No better place' for a second career, NZ

I FEEL compelled to reply to C.E.Chilcott's hard luck story from Down Under (March letters). I served in the Royal Navy from 1975 to 1986 and have lived in New Zealand for the past 11 years.

I truly believe I couldn't have chosen a better place to embark on a second career.

The claims that the cost of living (everyday foodstuffs) is high are totally unfounded. My family eats FRESH meat and vegetables every day. Mr Chilcott would be on an above average salary due to his seniority, he would also have a tidy sum (equated into NZ\$) on receiving his RN pension.

Although Auckland has some rather highly priced houses, as does Wellington, there are also plenty of tidy, comfortable and affordable houses on the market.

New Zealand is a great place to live, but probably a bad place to feel homesick, Mr Chilcott. - **J.Sait, Tawa, New Zealand.**

### Sad cry of a goat

I WAS very pleased to see the photograph of HMS Grafton (April issue), which made me wonder if there are any old shipmates out there who served in the old wartime Grafton.

It was 47 years ago last month when we were torpedoed aft while on an errand of mercy to save our Army at Dunkirk. We had stopped to pick up survivors from HMS Wakeful and we were a sitting duck.

But somehow the old ship stayed afloat all night. Next morning I was in the bows of our whaler wielding a Carley float paddle and singing 'Roll out the Barrel' as we made our way to our rescue ship - a merchant ship, I think, I never got her name.

Eventually we arrived by Naval bus at Chatham and outside the gate was a tethered goat which was bleating as we passed. This affected me greatly as it sounded like the forlorn cries that had come across the dark waters of the Channel as men struggled to stay afloat. - **J.P.Manghan, Torpoint.**

**LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.**

### Audacious answer to Eagle question

HERE in the Antipodes we look forward to and avidly read every copy of *Navy News* from cover to cover. A truly marvellous publication which I guess will go on as long as there is a Royal Navy.

I served in the RN from early 1942 until 1956 in a plethora of ships and locations. For some time now most issues of *Navy News* have been running an advertisement of a new publication entitled *HMS Eagle 1942-78* - said to be the Navy's biggest post-war warship from the date that the Admiralty ordered her in early 1942 until her demise in 1978.

But the previous HMS Eagle was sunk on 11 August 1942. Surely the Admiralty would hardly have ordered the new ship to be built in early 1942 before the sinking? - **M.Clapham, Richmond/Nelson, New Zealand.**

Well, actually yes - the ship, seen here on her way to Greenock to join units taking part in the Nato exercise Operation Mainbrace in September 1952, was built at Belfast between 1942 and 1951, having been ordered on 19 May, 1942 as part of a programme of four carriers to follow the Implacables. Two of these were cancelled outright at the end of the war but Audacious and Irresistible survived to be eventually completed as Eagle and Ark Royal. - Ed



## Navy News

No.515 41st year

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Notice of cancellation must be received 5 weeks preceding publication date.





## BERWICK'S ROYAL RENDEZVOUS –

IN THE 1939 Royal Tour to Canada and the USA King George VI and Queen Elizabeth did not cross the Atlantic in HMS Berwick (April issue).

They went westbound in Canadian Pacific's Empress of Australia (sailed Portsmouth, May 6) and eastbound in Empress of Britain (sailed Conception Bay, Newfoundland, June 17).

The Naval escort under Vice Admiral Sir Dudley North con-

sisted of Berwick with HMS Glasgow and Southampton. Although chartered to HMG for the crossings, King George ordered that both Empresses should fly the Red Ensign instead of the more usual White Ensign. – A.M.B. Bell, Helston.

The Royal couple did visit HMS Berwick when the cruiser joined them off St Johns, Newfoundland in June, 1939, though – as this photograph from T. Stead of Southsea shows. – Ed.



### Dicky and Daring

I SEE from the *Hong Kong Standard* that it's the end of the road for the rickshaw there, too – there are only nine left on license and their pullers are all over 70, mostly too frail to do anything but pose for photographs.

I served in the China Submarine Flotilla, HMS Phoenix 1934-37, when there were over 3,000 of them and many used to queue for custom outside the China Fleet Club. – G. Pickup, Cosham, Hants.

Rickshaws first appeared in Hong Kong in 1894 – said to have been introduced from Japan by an American Baptist missionary Jonathan Goble whose wife wished to improve the lot of sedan chair coolies. Numbers peaked at 8,000 immediately after World War II when there was a lack of fuel, private vehicles and spare parts. – Ed

THE PHOTOGRAPH of Hong Kong Harbour in the 1930s certainly brought back memories to me.

I was drafted to HMS Delight, my first ship, in 1934. The 'D' class were brand new destroyers fitted with the new anti-submarine device, asdic. In early autumn 1934 they sailed to the Far East to relieve the old V and Ws at Singapore, whence we sailed for Hong Kong, arriving about the second week of January.

Mountbatten was the CO of HMS Daring, then – his first command – F.W. Costellow, Weymouth.

### Whale tow in Trinco

THE SAD story of the whale in the Firth of Forth reminded me that I saw one being towed backwards out of the anchorage at Trincomalee.

I saw this from the deck of HMS Ausonia sometime between June 1945 and February 1946. – Bill Bothwell, Edinburgh.

# Mutiny tale is 'grossly distorted'

HAVING read the recent articles in the press and seen the BBC2 TV programme 'Call of the Sea', with reference to the 'mutiny' in HMS Rosario, I emphatically question Mr Alan Lawton's account of what he said transpired.

I am the author of a history of the class of minesweepers (the Algerines) which included Rosario and was a wartime HO (AB) serving in Spanker in the same 19th Minesweeping Flotilla.

Mr Lawton claims that the incident occurred in May 1944 when Rosario was sweeping in the Adriatic. But in May 1944 Rosario and the rest of the 19th were either at Malta or working off the west coast of Italy – Naples, Anzio etc.

Rosario and the 19th did not enter the Adriatic until October 1944 at the earliest.

I made enquiries of five other members of the crew of Rosario, including one officer who served at the same time as Mr Lawton and not one could recollect such an incident taking place.

It is undoubtedly true that there were mutinies which have not been publicised and always there were lurid tales of men taking some form of action against officers and senior rates.

But the portrayal given by Mr Lawton is grossly distorted – and worst of all it will be offensive to the thousands of naval HOs who are still proud to have served in the Royal Navy. – J.F. Williams, Blackpool, author 'The Algerines'

### Fleming's first in

I READ the letter from G. Reid (March issue) with the greatest interest.

I remember Mr Reid as a very loyal and efficient member of my team of Ian Fleming's '30th Assault Unit'.

Bremen was by no means the only place we entered in search of intelligence ahead of all Allied troops.

That, and other somewhat remarkable adventures, are described in 'From Arctic Snow to Dust of Normandy,' offered at £12 post free to Navy News readers.

Write to Nead-an-Eoin Publishing, Plockton, Ross-shire IV52 8TU. – P. Dalziel-Job.

Ian Fleming was personal assistant to the Director of Naval Intelligence during World War II. – Ed.

## Alongside permit

IN RESPONSE to the letters about parking problems, I would like to make a suggestion, especially as I've just 'lost' my parking permit due to reduced allocation.

The suggestion is this. When each ship leaves the wall for more than, say, eight weeks the onboard 'car permit officer' should collect in all permits at the time of sailing (stand fast those whose cars are in the long term parking slots) and either send them back or send a signal of serial numbers to NBC.

This way it will release permits to those who are in need, ie when you come back to base, and offset the 'factor of four permits in circulation over available spaces.'

There can be very few of us who really need a permit when at sea and those who have spouses who still need them can apply in their own right.

I would certainly be a happier local native if I knew that I was guaranteed a permit for the five months alongside after being at sea for seven months. – CPOMEA(L) J.K. Muir, HMS Endurance.



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The association is for all serving and former officers, men and women of the Royal Navy, Royal Marines, WRNS and QARNNS and their reserves.

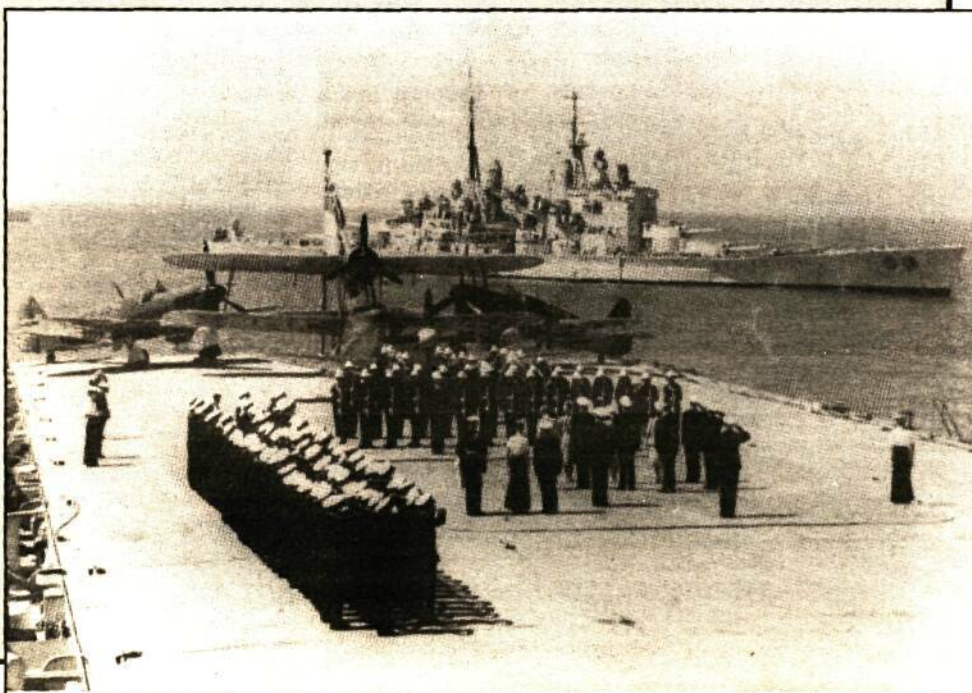
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REGARDING the letter in April's issue about the royal party from HMS Vanguard visiting HMS Triumph on their way back from South Africa, I enclose a photo of the occasion, 50 years ago last month. I was in the Royal Marines guard of honour. – H. Dudley, Nottingham.

## — AND ANOTHER FOR TRIUMPH







## Car parking problems

VISITORS to the Fleet's Northwood HQ in Middlesex are being urged to get there by public transport, as building work will cut parking facilities. The work, on HMS Warrior's new combined catering facility and senior rates' single living accommodation, will start in mid-June and continue until November next year.

DCI GEN 115/97

## Windsurfing at Portland

WINDSURFING courses are being held this year at RNAS Portland. Six weekend courses – one each month except August – are being run until October by HMS Osprey and HMS Heron Windsurfing Club and will cover all levels.

The courses are open to all Service people, Ministry of Defence civilians, and their dependants.

DCI JS 34/97

# BEST OF OMs TO GET THE FAST-STREAM TREATMENT

A 'FAST STREAM' for advancement of selected Operator Mechanics has been introduced to help to alleviate gapping in the Warfare Branch.

Ratings who are selected for a separate accelerated stream from main-entry OMs could become leading hands (LOMs) in three years as opposed to about five years.

Those eligible for consideration for the Specially Selected OM (SSOM) scheme are those who have joined the Service since April 6 this year, those undergoing Parts I-III training and, exceptionally, those who were joining or in their first sea draft on April 7.

No targets or limits on the number of SSOMs will be set, but it is expected that about ten to 15 per cent of OMs will be eligible. Each rating will be selected on the basis of their exceptional potential.

Those with above average ability will be identified by divisional officers during initial training and must demonstrate the maturity and leadership potential to warrant early advancement to leading hand.

If still recommended, SSOMs will be given priority drafting to an operational ship on completion of Part III training. They must complete Task Book 1 within six months and will then be given priority drafting to OM1 course.

With another priority drafting to an operational ship they will complete their Task Book 2 within 15 months and gain recommendation to take the exam for leading hand.

A fast-stream OM may be removed from the scheme at any time by their Commanding Officer if they are not making progress. They will be given one month's warning to allow significant improvement to be made.

DCI RN 48/97

## Prizewinner

THE £100 Journal Prize of C-in-C Fleet – for the best journal article submitted to the Young Officers Fleet Board in 1995-96 – has gone to Lt Paul Schreier, now serving in HMS Arun. Runner-up (£20) was Lt Susan Mary Fitzsimmons.

DCI RN 39/97

## Equality input is added to plans on policy

DEVELOPMENT of new policy plans on terms and conditions in the Armed Services will at every stage take account of equal treatment for Service personnel.

The Ministry of Defence has issued guidance on appraising the potential impact of decisions on the policy of non-discrimination on grounds of sex, race or creed.

The guidance is intended mainly for personnel responsible for formulating or changing policy and takes into account recent changes in the law, international obligations and the changes in society that have often driven legal developments.

### Justification

At every stage in the life of a policy or programme the actual impact on different groups in the Armed Forces will be subject to appraisal, and amendments made where necessary.

When proposals are put before Ministers, they should be told of any differential effects. Ultimately it will be for Ministers to decide whether action which may have a discriminatory effect should go ahead on the grounds that it can be justified.

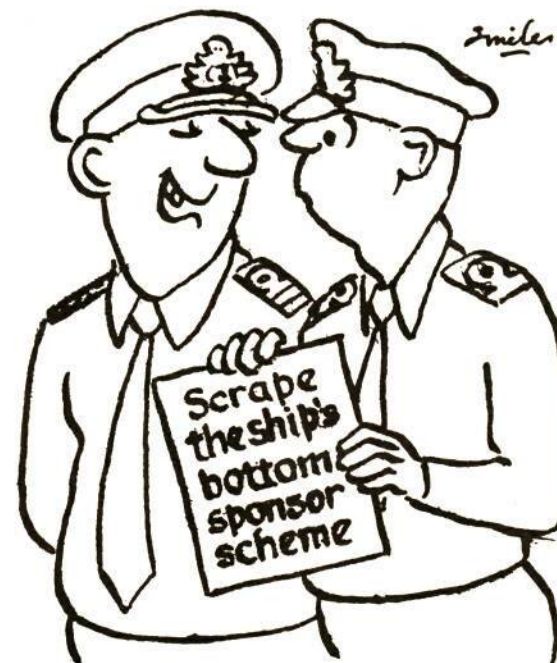
Where policies are introduced without reference to Ministers, Commands will have to ensure that they have established that any discrimination can be justified.

Sufficiently extreme religious or political opinion could be grounds for discrimination. DCI JS 25/97

## Resettled!

THE TASK of education and resettlement in the Royal Navy has been transferred from Flag Officer Training and Recruitment to Director General Personnel Strategy and Plans.

DCI GEN 99/97



'It might be adventurous activity, Sub, but will it pull recruits?'

## Recruiters to lift sports sponsorship

SPONSORSHIP of sports events and adventurous activities is being increased by the Navy's recruiting organisation.

Purpose of the move by Director Naval Recruiting (DNR) is to enhance promotion of the RN and RM as a career to as many suitable young men and women as possible.

In the past DNR has received many bids for sponsorship for a wide range of activities. While some were supported because they had obvious recruiting potential, the majority were not. Now the recruiters have formalised arrangements for sponsorship in the future.

Support of individuals or events must meet at least one of three conditions:

- The activity involves significant numbers of potential recruits – for instance, county or regional inter-schools activity.
- The event will promote direct contact between DNR

and young people, schools, colleges or youth organisations – or those in a position to influence youth.

■ The activity has the potential to enhance the Navy's profile to sow seeds for future recruitment.

All applications for sponsorship must be made through the Director Naval Physical Training and Sport. Successful applicants must submit a report to DNR after the event, and be prepared to help in any marketing support for it.

Applications should be submitted in writing to: Assistant Director of Naval Recruiting (Marketing), Room 130, Victory Building, HM Naval Base Portsmouth. They will be considered at meetings within DNR in May and November each year.

DCI RN 40/97

# HEALTH & SAFETY TRAINING FOR ALL

ALL EMPLOYEES of the Ministry of Defence must undergo health and safety training in accordance with a new strategy endorsed by the General Health and Safety Policy Committee.

The training is required of Service and civilian personnel regardless of rank, role or grade. All must have knowledge of MOD's safety policy, what is expected of them, the organisational structure and systems for the management of health and safety, the risks to which they are exposed and the controls for their protection.

All training provided by MOD, in any medium, relating to the management of staff or leadership skills, will contain information on health and safety.

Workers under the age of 18 are seen as being at particular risk because of their inexperience and possible lack of awareness of risks. New requirements were introduced in March by The Health and

Safety (Young Persons) Regulations 1997. Under them, employers must assess risks to employees under 18 before they start work, take account of their inexperience, and must not employ them on work which creates significant risks.

Young people, whether Service or civilian, must not be employed on work which is beyond their physical or psychological capacity, involves harmful exposure to chemical agents or radiation, involves the risk of accidents, or involves the risk to health from extreme cold, noise or vibration.

The prohibitions do not apply in the case of supervised training in which any risk is reduced to the lowest practicable level.

DCI GEN 111 &amp; 94/97

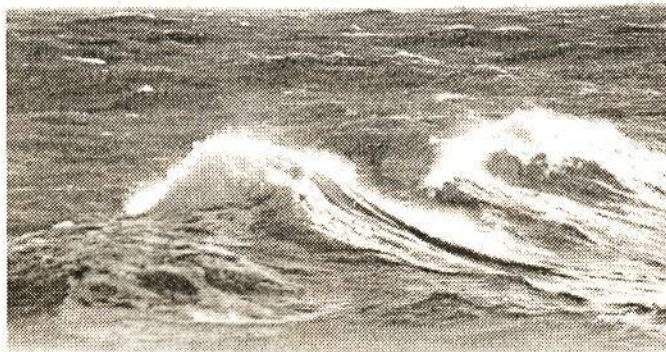


'It doesn't mention risks ashore!'

This regular feature gives general information about new Defence Council Instructions affecting conditions of service. If they apply to you, study the full, original text.



## 1997 THE YEAR OF THE SEAFARER



YESTERDAY TODAY TOMORROW  
OUR SURVIVAL DEPENDS ON OUR SEAFARERS

*The Year of the Seafarer* is the theme chosen by King George's Fund for Sailors (KGFS) for its 80th Anniversary Appeal. It is a timely reminder of how much we depend on the men and women who serve in the Royal Navy, the Merchant Navy and the Fishing Fleets providing our defences, our daily food, our goods and our leisure.

KGFS is the central fund for all nautical charities who help seafarers and their dependants when they hit their own rough seas. The 1996 grants totalled £2,736,736.

PLEASE HELP US TO SUPPORT OUR SEAFARERS  
SEND YOUR DONATION OR ASK FOR MORE DETAILS



Registered Charity No. 226446

To the Director General, KGFS,  
8 Hatherley Street, London SW1P 2YY. Tel 0171-932 0000.

I would like to learn more about the work of KGFS ☐

I enclose my gift of £ ..... towards the work of the Fund.

NAME.....

ADDRESS.....

YS97/NN



# Resource back from Croatia

RFA RESOURCE is back in Plymouth after five years in the former Yugoslavia.

The ship supported British forces by acting as a floating warehouse in Croatia and was one of the longest serving units in the region.

The 23,000-ton ship sailed into Marchwood near Southampton last month to land a cargo brought home from Croatia before heading for Devonport.

## Rum ration makes a comeback

THE RUM station in HMS Warrior has been recommissioned by the First Sea Lord, Admiral Sir Jock Slater,

After the ceremony, Admiral Slater presented certificates of entitlement to drink rum to the officers of the 1964-66 HMS Euryalus Association who were holding their reunion dinner on the Warrior.

The ship has reached the end of her operational life and will remain in Plymouth until a suitable buyer can be found.

Her five-year stint in the former Yugoslavia was unbroken, except for a return for refit in 1994.

## Supplies

She was manned by both civilians and Servicemen on four to six-month tours of duty and forged strong links with the Croatian community.

The ship's company were closely involved with local charities and four men met their future wives in Split.

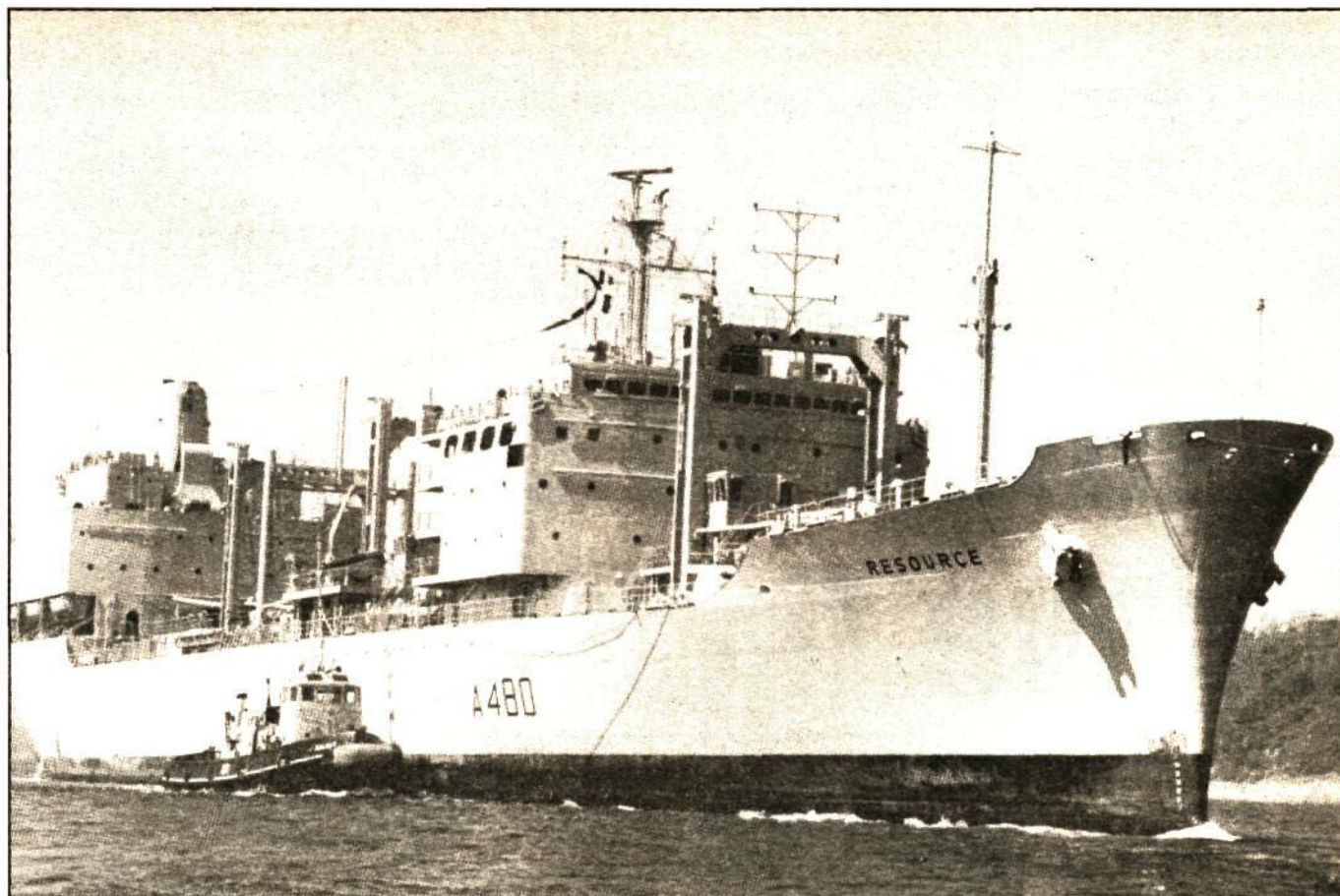
During her career, Resource took part in Naval operations at Aden, Cyprus, Rhodesia, won battle honours in the Falklands

War and ferried ammunition to Desert Rats in the Gulf.

The job of supporting the 5,000 British Servicemen in the former Yugoslavia has been taken over by Fort Grange.

The Navy hopes to sell Resource as a going concern but a buyer must come forward by June 27.

One hundred ex-crewman held a farewell reunion on RFA Resource last month exactly thirty years after the day she entered service.



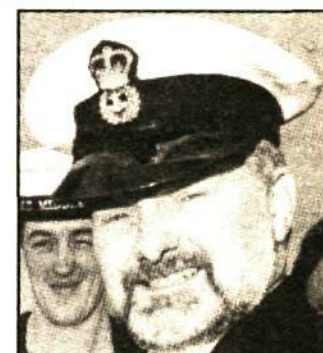
● RFA Resource enters Plymouth for the last time as an operational ship. She faces an uncertain future as the deadline for potential buyers to come forward is June 27. Picture: Chris Hockaday

## Middleton team wins Rolls-Royce trophy

THE MECHANICAL Engineering Department in HMS Middleton have won a coveted award for their exemplary maintenance record with diesel generators.

The Rolls-Royce FD12 Module Trophy was presented by Commodore MFP Christopher Ellison to CCMEA Pete Woods, POMEM(M) Mick Ackrigg, MEM(M) Dusty Hare and MEM(M) Topsy Turner who accepted it on behalf of the ship.

● Right: CCMEA Pete Woods of HMS Middleton.



# Maritime volunteers are on course for success

MEMBERS of the Maritime Volunteer Service from all over the country held their second national general meeting on the Portsmouth-based ferry Pride of Bilbao.

Led by their Chairman, Captain Ashe Lincoln QC RNR, the volunteers held a reception on board as the vessel sailed for Cherbourg.

They heard how the Service has made real progress since their first meeting with major advances in training and closer ties with organisations such as the Sea Cadet Corps, the Nautical Training Corps, the Marine Society and the Coastguard.

The first training vessel to be wholly owned by the MVS is now fully operational on the River Thames and will be deployed to the South Coast in the

Summer. Maritime Volunteer Service members at the meeting also heard that fund raising efforts to help pay for an offshore training vessel, such as a converted trawler or oil rig support vessel, were going well.

## Seamanship training

The Maritime Volunteer Service offers training in seamanship, marine engineering and shore support operations to NVQ standards.

Membership is open from all ages from 18 to 60. Anyone who wants further information, details of membership options or would like to make a donation should contact Haydn Chappell at 8 Kings Road, Alton, Hampshire GU34 1PZ, telephone 01420 88733.

# Scot looks spruce

HMS GLASGOW'S multi-million pound refit at Devonport Dockyard is continuing apace.

Since she started her refit last September she has had a number of significant updates to both her weapons and machine systems as well as a thorough overhaul of her structure.

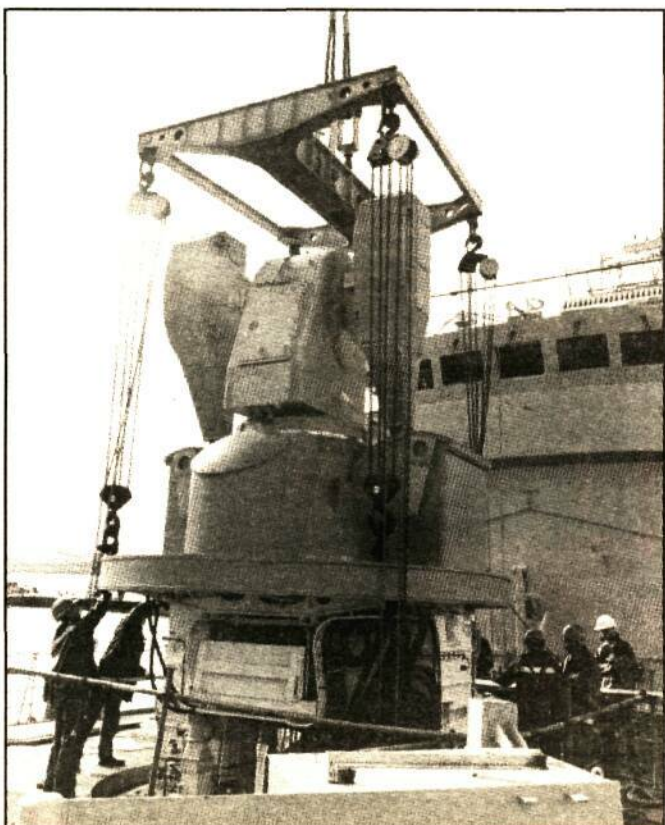
A new mainmast has been built and a number of hull repairs have been made to ensure that she will be ready to undock at the end of the summer.

## Sea trials

The ship's systems will then be set to work and after sea trials in 1998 the ship will eventually go on to be based in Portsmouth.

Recent work on the Glasgow have afforded the rare sight of a Type 42 without a gun, Sea Dart launcher, 909 radar and aerials.

● Right: HMS Glasgow's Sea Dart launcher is removed during her extensive refit at Devonport, in the newly renamed 'Destroyer Refit Complex.'



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## Helping Hands



# Nelson pays tribute to a brave fighter

A SPECIAL tribute to a brave youngster has been paid by staff in HMS Nelson.

Matthew Yaxley, son of Chef Dave Yaxley, fought a two-year battle against serious illness before the struggle proved too much for him.

But his story won the hearts of many of Dave's colleagues and they have spent the last year raising money for the charity which helped his family through their most traumatic time.

The Wessex Children's Heart Circle put Dave and his wife Sarah in touch with parents in similar situations, helped with travel costs and gave Dave a bleeper so he could be contacted on duty whenever he was away from the telephone.

Dave and his friends in the catering department wanted to repay the charity and the staff of Southampton General Hospital's E1 ward where Matthew was looked after.

They approached HMS Nelson's LAF Fund who started them off with a few hundred pounds and suggested that the appeal be adopted as the base's chosen charity and over the next year more and more people in HMS Nelson became involved.

Concerts held by the Royal Marines Bands, collections by PT staff during the boxing champi-



● Chef Dave Yaxley, who's young son Matthew put up a brave fight against serious illness

onships, and Nelson's summer fete helped to boost the appeal.

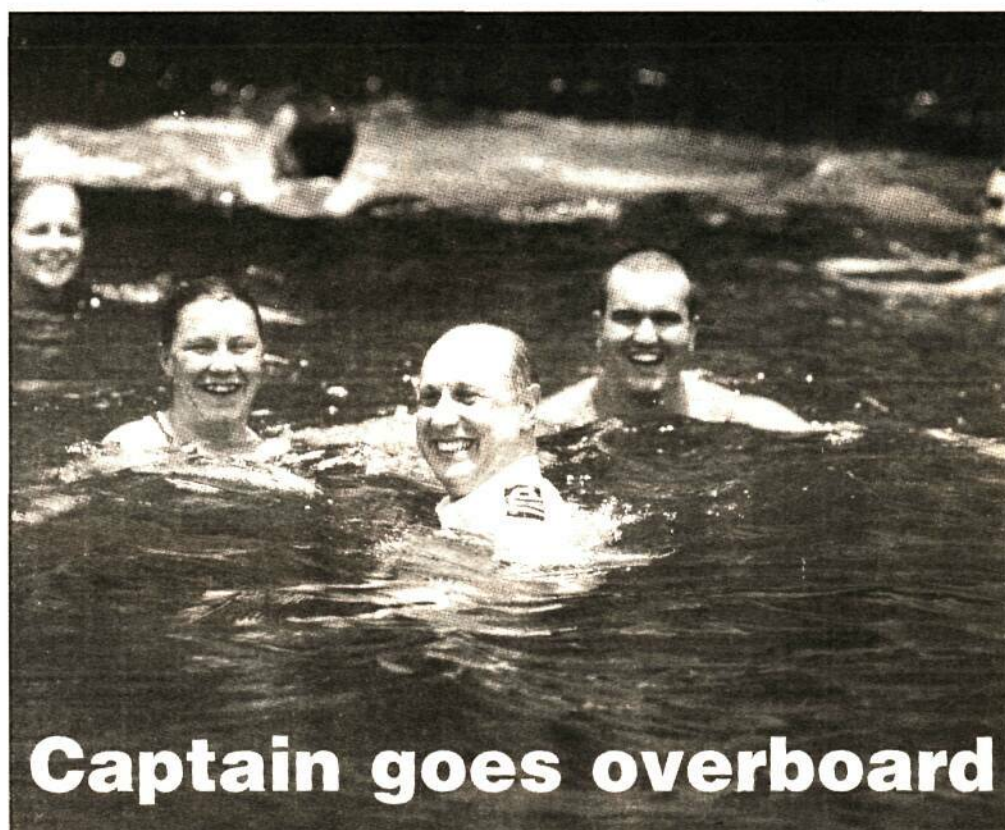
And a Christmas raffle with prizes donated by Portsmouth and Middlesbrough football clubs, Major International Foods, Gary Rhodes and others brought help bring the final figure to £3,000.

### Pain relief

After taking the advice of staff at Southampton General Hospital and at the Wessex Heart Circle, which is entirely run by voluntary help and donations, it was decided that the money would best be spent on a patient-controlled analgesia pump.

The equipment gives children control over the amount of pain-killer they receive after surgery, making them more comfortable and generally speeding up their recovery.

Dave, who has now been drafted to HMS Middleton, visited the hospital with his wife Sarah, daughter Natasha and HMS Nelson's Executive Officer, Cdr John Wills, to present the money to Paediatric Cardiology Nurse Specialist Fiona Kennedy.



## Captain goes overboard

● Captain Stephen Mayer, Commanding Officer of HMS *Illustrious*, raised £190 for ship's charities by jumping from the ship fully clothed during a 'hands to bathe' off Pulau Tioman near the east coast of Malaysia. *Illustrious* is the flagship of the 'Ocean Wave '97' deployment to the Far East.

## Smiles make Starling's 500-mile trip worthwhile



● Men from HMS *Starling* with some of the toys that they carried over 500 miles to an orphanage in San Fernando

HMS *STARLING* carried a very valuable cargo on her recent trip to the Philippines.

*Starling* was escorting vessels of the Royal HK Yacht Club on a race to San Fernando, but it was the patrol craft's arrival that was most eagerly awaited on the island.

She was carrying toys, books and medical supplies from the HK Garrison to San Fernando's orphanage.

*Starling's* Lt Paddy Dowsett said: "The smiles on the kids faces when we gave them the toys made the 500-mile trip worthwhile."

"The orphanage was very crowded and facilities were basic. It was a humbling and rewarding experience."

## In brief

### Sailors take a short cut

LT CDR Paul Taylor swapped his red beard for a red nose in a sponsored shave that raised £800 for Comic Relief.

After 21 years with a beard, the significance of his sacrifice was well rewarded by colleagues at HQ AFNW near High Wycombe.

And at Clyde Naval Base, POs Ian McFarlane and Steve Hutton whisked off their whiskers to raise £400 for the Anthony Nolan Bone Marrow Trust.

Supporters cheered as barber Paul Smith, from Shandon, gave the hairy pair a close shave in the Senior Rates Mess.

### Credit due to HMS Sultan

THE TWO sailors who opened an old mine collection box for the Shipwrecked Mariners' Society (Navy News P10 May 1997) were in fact from HMS *Sultan*.

Apologies to AB Colin Roberts and LS Stephen MacLennan.

### Small change makes a big difference

A FEW JARS in the former Petty Officer's Mess bar at HMS Nelson gave charity workers in the South something to celebrate.

Patrons collected more than £930 in small change in the charity jars for 'Look Solent', a support group for families of visually impaired children.

### Benefactors

The money was raised over 18 months before the amalgamation of the PO's mess into the Warrant Officers, Senior Ratings and SNCO's mess.

'Look Solent' staff Linda Henke and Christine Moore and guide dog 'Whisper' visited HMS Nelson to meet some of their benefactors and were presented with a cheque by the Mess President POMEM Trev Hulston.

## WELCOME ASHORE!

The Royal Alfred was established in 1865 to alleviate distress among seafarers, both serving and retired, and their widows.

Today, the Society provides full nursing care, as well as residential and sheltered accommodation, at establishments in rural Surrey and in Eastbourne. Convalescent and respite care is also available.

For further information, including the availability of accommodation, please contact the General Secretary.



## Royal Alfred

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## York concert raises more than £3,000

A CHARITY concert in the spectacular venue of York Minster was the highlight of HMS *York's* visit to the city.

Ticket sales from the event, supported by the band of Flag Officer Scotland and Northern Island, totalled over £3,000.

And the proceeds will be shared between KGFS, York Minster, the Lord Mayor's charity and HMS *York's* adopted charity - Galtres School for children with special needs.

Over the past two years, HMS *York* has helped to raise more than £7,000 for the school and members of the ship's company did not miss the opportunity to drop in with members of the Royal Marines Band.

The children showed off their work to the sailors and were delighted with the chance to join in with the band.

Sporting fixtures during the visit included a match against York City FC who's strip has been adopted as the ship's official sports kit.

The visit ended with Lord Mayor's Divisions outside Mansion House when the ship's freedom scroll was re-read in front of a large crowd.

## Winning designs

THE ROYAL Naval Benevolent Trust has chosen a new logo to celebrate its 75th anniversary.

A cheerful, waving sailor drawn by Lee-on-Solent teenager Melanie Easthope was chosen as the winning entry in a competition supported by Portsmouth design company Stickywicket.

### Prize money

They firm's Director, Mr Richard Reilly-Davidson (below) presented a £100 prize to Melanie when she and her family visited the charity's headquarters in Stamshaw, Portsmouth.

Judges of the competition were so impressed with the standard of entries in the competition that they were able to choose a number of other designs which could represent the RNBT from 1998 onwards.





## Top-level demonstration after Brunei exercise success



● A landing craft withdraws from the open dock in HMS Fearless during an amphibious warfare demonstration for the Sultan of Brunei. Picture: LA(PHOT) Pete James.

# Fearless show for the Sultan

**F**RESH FROM the success of Exercise Setia Kawan II – described by one of Britain's top Royal Marines as the best he had ever undertaken – the Royal Navy's Amphibious Task Group put on a demonstration of its skill and versatility for the Sultan of Brunei.



● A mexi-float embarks personnel and provisions from the stern gate of RFA Sir Galahad for Exercise Setia Kawan.

Also present was the Commander of the UK Task Group, Rear Admiral Alan West. He and the Sultan watched a combined landing by Bruneian and UK troops, put ashore from Fearless and the landing ships RFAs Sir Galahad, Sir Geraint and Sir Percivale.

Fearless had been the command ship for Setia Kawan, reported in last month's edition of *Navy News*. It was the largest amphibious exercise of the Ocean Wave deployment and took place off the coast and in the jungles of Brunei.

### 2,000 Marines

"The best exercise I have ever undertaken," was how it was described by the Commanding Officer of 3 Cdo Brigade, Brig. Tony Milton. He led 2,000 Royal Marines whose assault landings were controlled from Fearless by Commodore Amphibious Warfare, Commodore Paul Stone.

Also taking part were the RFA landing ships, the aircraft carrier HMS *Illustrious* and Type 42 destroyer HMS *Gloucester* as well as helicopters of three Naval Air Squadrons.

After her mid-deployment stand-off in Singapore, Fearless was conducting more exercises in the region, the first being with Malaysians.

## 2,000 in Royal Tournament

THIS YEAR's Royal Tournament at Earls Court will have a cast of over 2,000 – including the most popular event, the Royal Navy Field Gun Competition.

The Field Gun Run was first introduced into the Tournament programme exactly 90 years ago, the idea coming from the hauling of Naval field guns overland in South Africa to raise the Boer siege of Ladysmith in 1899.

Staged from July 15-27, this year's show will include an extra matinee on the last day. It will

be led by the Army who will put on a fiery celebration of artillery and a display of the power of today's forces.

Tradition will be served by, among others, massed bands, the Household Cavalry and the King's Troop of the Royal Horse Artillery. Special guests will be 60 Maori warriors and dancers from the New Zealand army.

Tickets are priced at £5-£25. They are available from the box office on 0171 244 0244. There are discounts for children, senior citizens and groups of 20 or more.

## Wreck of Victorian submarine 'in peril'

FEARS that the wreck of a Victorian submarine off the North Wales coast may be destroyed by modern fishing methods has renewed consideration of a salvage operation.

The vessel *Resurgam*, which has lain 18m deep in Liverpool Bay since it sank almost 117 years ago, was the world's first engine-powered submarine.

Now there are fears that the modern fishing techniques of large, foreign, beam trawlers will irreparably damage the relic.

On June 1 the Government-backed Archaeological Diving Unit at St Andrew's University, Scotland, will begin a two-week survey of the *Resurgam*, regarded by experts as a unique link in the development of the submarine.

### Preservation

Director of the unit, Martin Dean, told *Navy News* that the submarine could be lifted for up to £200,000, but that the RN Submarine Museum's experience with the Royal Navy's first submarine, *Holland I*, had shown that to keep it on display out of water would cost at least three times as much in preservation costs.

"That sort of conservation is not an option," he said. "However, it could be preserved in solution in a transparent structure so that people could view it."

The 40ft long steam-powered vessel was designed by the Rev. George Garrett, but three months after its launch in 1879 it foundered while being towed to Portsmouth for trials. Its location was first discovered in the 1980s by a Royal Navy warship using sonar.

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## HMS Norfolk at scene of River Plate victory

# GRAF SPEE GUN RAISED

● Rusty and encrusted, but still in surprisingly good condition, one of the Graf Spee's AA guns is brought ashore after almost six decades on the bed of the River Plate. The man with the handkerchief to his face is a former member of the ship's company.



HMS NORFOLK's visit to Montevideo gleaned news there of the salvage of a relic recalling a Royal Navy victory of almost 60 years ago.

During the South Atlantic guardship's stand-off in the Uruguayan capital for mid-deployment maintenance, she learned that divers had just raised an anti-aircraft gun from the wreck of the German pocket battleship Admiral Graf Spee, scuttled outside the harbour in 1939.

The gun, one of the warship's six 105mm weapons, was brought up for a TV programme. One of the men present as the weapon was landed was one of the sailors who were interned across the River Plate in Argentina, and later settled in the region.

Three cruisers had cornered the Graf Spee in the River Plate after she had embarked on a destructive raiding spree in the

South Atlantic shipping lanes.

Although her 11in main armament outranged the cruisers HMS Exeter, Achilles and Ajax, the Graf Spee was damaged and forced to seek repair in the neutral port of Montevideo.

Believing that the British force had been reinforced by capital ships, the German Capt Langsdorff scuttled his ship a few days later and afterwards shot himself.

### Exercises

HMS Norfolk, which is due to return to Devonport in July, is almost five months into her deployment. Her activities have ranged from troop transfer and supply in South Georgia to fishery protection on behalf of the Falklands administration.

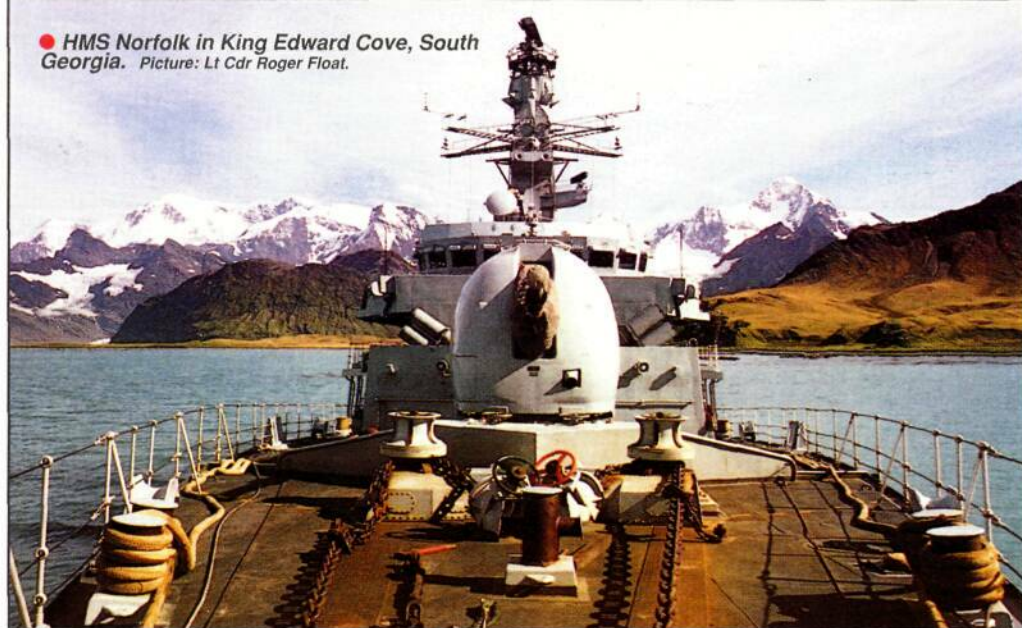
The ship has conducted air defence exercises with RAF Tornado strike aircraft, transferred stores and personnel from RAF helicopters, and conducted naval gunfire support with Gurkha spotters and patrols ashore.

She has practised naval skills with the patrol vessel HMS Leeds Castle and the fleet tanker RFA Grey Rover. The frigate also found time to commemorate the San Carlos landings in 1982 and hold a Combined Services Entertainment show in her hangar.



● The Graf Spee in Montevideo after the Battle of the River Plate.

● HMS Norfolk in King Edward Cove, South Georgia. Picture: Lt Cdr Roger Float.



## Southampton gets it all together in Gulf

● RFA Bayleaf refuels HMS Southampton over the stern during Gulf operations. Picture: LA(PHOT) Nobby Hall.



HMS SOUTHAMPTON's busy Gulf deployment which ends this month has involved her in a series of exercises with the navies of Oman, Kuwait and Bahrain – as well as the USA and France.

The Type 42 destroyer's most recent wargame was Exercise Neon Spark with the Bahraini and US navies. That followed similar manoeuvres with US, French and Kuwaiti warships in Ex Eager Sentry, and with the USA, France and Oman in an exercise codenamed Khunjar Hadd.

In between the training periods she has been involved in enforcing UN sanctions against Iraq, boarding and checking over 20 merchant vessels for illicit cargoes.

She was being relieved on task by HMS Westminster on June 1 and is due to undertake more exercises with allied forces on her way home.

Her last port of call is Palma, Majorca, before she is due to complete the last leg of her voyage home to Portsmouth on June 25.



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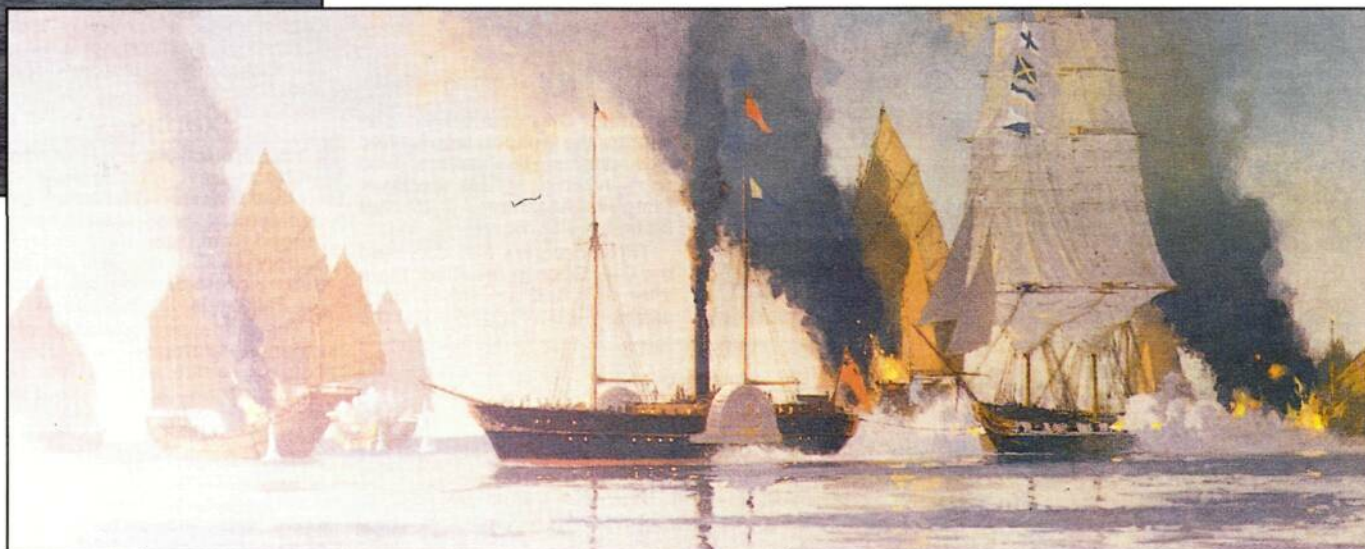
**P**IRATES were the scourge of the shipping industry in the waters around Hong Kong 150 years ago – before the Royal Navy arrived the scale of their operations was huge.

One of the most infamous, Cheung Po Tsai, was based in Hong Kong between 1806 and 1810, directing the operations of 270 fighting junks and 40,000 men.

But by the middle of the century set piece battles were common, in which naval skill and discipline had the upper hand. In one of these, in 1849, the then dominant pirate chief Chui Apoo's entire fleet of 23 junks was destroyed by HMS Columbine, Fury and Medea.

Governor Sir Richard Macdonnell's (1866-72) reforms – all ships had to be registered, all junks entering or leaving harbour inspected – depended on a strong water-borne police force, which the Navy had long demanded.

Close co-operation with the Water Police (later the Marine Police) developed over the years that followed, the Navy's operational experience teaming with detailed local knowledge to ensure an effective combined force to combat modern forms of piracy – as well as illegal immigration and smuggling.



● Top left: the last RN warships to be based in Hong Kong, HMS Peacock, Plover and Starling, sail to begin new careers with the Philippine Navy at the end of this month. (See also page 36)

● Above: the P&O ship 'Canton' tows the becalmed HMS Columbine into action against pirate junks in 1849. From *White Ensign – Red Dragon, The History of the Royal Navy in Hong Kong 1841-1997*, edited by Commorore Peter Melson and currently high on the Hong Kong best seller list – see advertisement below.

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## Warrior sails again . . .

HMS WARRIOR (1860) celebrates the 10th anniversary of her return to Portsmouth this month as the third star historic ship in the Dockyard – and if you've got 20 years to spare you can have your own sea-going version.

That's how long – on the basis of working one full day a week – it took Kent Vicar William Mowll to construct his, a process he lovingly describes in fascinating detail accompanied by his own drawings and sketches in Building a Working Model Warship: HMS Warrior (Chatham £24).

The end result is seen here in a stiff breeze off the Kentish coast last September – an 8ft, 1:48 scale, version, the same as that of the original builder's model now at the



Science Museum.

Mowll, whose great grandfather was one of the ship's officer in 1869, noted: "Even at this reduced scale, one could see clearly that the long, low profile of the hull would act as a much more stable gun plat-

form than the three-decker, wooden-wall ships of the line which immediately preceded her.

"Equally obvious was the inference that under these conditions at full scale, ships concerned with broadside fire would not have been capable of firing a single shot in anger. All the effort would have been put into sailing and controlling the ship.

"My guess is also that it would have been nearly impossible to stoke boilers and keep the furnace fires trimmed under such extremes of weather, and it makes one realise that an engined hybrid vessel must have been extremely difficult to manage in such a seaway."

## WHITE ENSIGN ~ RED DRAGON

*The History of the Royal Navy in Hong Kong 1841 ~ 1997*

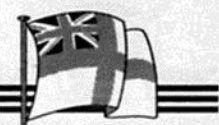
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# The eyes of the Fleet take to the air

IN THE early days of aviation airships, with their long-range capacity, had an obvious application to naval operations – even today their uses continue to be explored, if only on paper.

But in the years before World War I the Royal Navy dragged its heels. Not until 1909 was the No 1 Rigid Naval Airship – the *Mayfly* – ordered, and then the project was found to be over-ambitious.

At 512 ft in length, 48 ft in diameter and with an overall volume of 700,000 cu ft it was much larger than any that had been produced by the Army. So when on 24 Sept 1911 it was brought out of its shed the heavy superstructure broke and the whole ship was wrecked: the ironically named *Mayfly* did not.

The whole policy was suspended by the Admiralty until 1913 when it was agreed that the Royal Flying Corps' dirigibles would be handed over to the Navy – and thus, when war broke out the Royal Naval Air Service had only six.

Their value was immediately apparent in providing air cover for the BEF at its most vulnerable point, as it was ferried across the Channel; they had a far longer endurance than any seaplane.

But the extent of the underwater menace was soon demonstrated by the sinking of the cruisers *Aboukir*, *Hogue* and *Cressy* by a single U-boat on 22 Sept – and then the German declaration of submarine warfare on merchant shipping early in 1915 threw Fisher into a panic.

Hugh Burroughes, Director of the Aircraft Manufacturing Company at Hendon, recalled a meeting to discuss how best to effect a rapid building programme: "The door literally burst open and Jackie Fisher burst in with a face like a turkey cock... 'For the love of Mike' (he said) 'get a move on,

because any airship might shorten this war by one day and that's a lot of money and a lot of lives."

The typically British talent for improvisation produced the solution – by suspending the already mass-produced BE2C aircraft fuselage beneath a gas bag envelope. The resultant 'Submarine Scout' was hardly elegant, but it worked and the prototype was in the air in just three weeks.

Next problem was to find people bold enough – or foolhardy enough – to volunteer to learn to fly the thing in double quick time. The

**'We disturbed a tennis party, wrecked a conservatory and landed finally in their duck pond...'**

choice naturally fell upon young midshipmen and sub lieutenants chafing at the bit in enforced inactivity at Scapa Flow.

Mid Thomas Elmhurst of HMS *Indomitable* was one of those who was 'volunteered' by his CO and arrived at the Admiralty without any idea what he had been volunteered for:

"We were escorted into the room of Lord Fisher, whose opening remarks were, 'You young gentlemen are going to fly, you'll probably be dead within a year or you may get the VC! But you've been selected to start a new airship service which will be the counter to the U-boat menace which looks to be the biggest menace we have in this war. If you don't want to fly or your parents don't want you to fly you can come and tell me in 48



hours time.'

The extra pay alone was sufficient inducement and as they gained experience they found it was not such a hard life – and the training was safer than that allowed to aircraft pilots. But land-

ings could be bumpy if the approach was ill-judged, as Victor Goddard discovered when he inadvertently gate-crashed a tempting-looking garden party:

"We used to do our navigation in such a way that we would come down, only ostensibly by accident, in some splendid park where we were pretty sure that we should be provided with an excellent tea. And I must say one day we did land at Theobalds where we disturbed a tennis party, wrecked a conservatory and landed finally in their duck pond behind a batch of trees. We thoroughly disorganised the tennis party, but thoroughly enjoyed the strawberries and cream... Then we motored back to London. I didn't discover till just before we were leaving that the house was the property of the Admiral

Commanding at Portsmouth..."

Life was almost as dangerous for the ground crew. On approach ropes were thrown down for them to catch so that the airship could be slowly guided in without damage.

"It was a rule that no man was to touch the trail rope until it had first of all earthed itself and snaked along the ground a bit," Goddard remembered.

"If the airship came over with its trail rope not touching the ground but just within hand height a man could easily get more or less electrocuted with the static charge that would go down through his body to the ground. But it was quite a usual thing for the enthusiast to forget this rule and a chap could take a very nasty shock – enough to make him fall over backwards.

"Then they had to be stalwarts. Once they grabbed the trail rope which might be snaking through

the grass at as much as 10, 15 perhaps 20 mph they would suddenly find themselves dragged across the ground at very high speeds... When your landing party was grabbing on to the rope and was vertically below you, you could find that you were coming down faster than you liked and looked like hitting the ground. In which case you would let go a lot of water ballast that would immediately swamp the ground crew – a sort of shower bath of spray!"

The long hours aloft meant that nature also had to have its way in a manner not usually experienced by aircraft pilots.

"There were several methods," recalled Thomas Williams. "Some people carried cans and some carried bottles. I found this after long patrols rather unpleasant so I evolved my own system which I believe became standard.

● Jackie Fisher pressed the panic button to order a non-rigid Submarine Scout (SS) airship or 'blimp', here clearly showing its BE2 fuselage (see *Aircraft of the Royal Navy No 4*, February edition) suspended from the cylindrical balloon. As used by the Royal Naval Air Service to counter the submarine threat in the middle years of World War I.

"It was to bore a hole in the floor and attach some rubber hosing to it. At the other end – the business end – a petrol funnel. I had a brass cup hook in the side of the fuselage and just hooked it on. I found that was a distinct home comfort."

These airships may have lacked the 'teeth' to destroy the U-boats they spotted – but their patrols provided a flow of information which allowed the nearest destroyer or sloop to be directed to the area in which they had been located.

– From *Tumult in the Clouds – The British Experience of the War in the Air, 1914-1918* (Hodder & Stoughton, £20) for which authors Nigel Steel and Peter Hart have drawn heavily on unpublished oral recordings held by the Imperial War Museum.

# Invasion of the bubblegum men

THERE were times during the election campaign when one longed for some dramatic news story which would shove all those bickering politicians and celebrity interviewers off the nation's TV screens.

The action in **Mars Attacks!** would have filled the bill nicely. Indeed, the spectacle of the inter-planetary invaders gleefully ray-gunning the assembled media and government representatives who have turned out to greet them prompts fantasies about a UK equivalent. Which public figures would you most like to see reduced to a puddle of smoking jelly?

The film – perhaps the first to be based on a set of bubble-gum cards – bears all the trademarks of its creator, Tim Burton. Anyone familiar with, for example, *Ed Wood* and *The Nightmare Before Christmas* will recognise the mix of the childlike and the sophisticated, the bizarre and the

slam-bam spectacular, the taste for eccentric casting: Jack Nicholson and Tom Jones in the same movie? It's hard to imagine them on the same continent.

In fact Nicholson pulls a double shift here, playing both a Las Vegas flim-flam man and the President of the USA, whose move into 'sincere' mode when facing the press constitutes one of the film's comic highlights.

## Screen Scene

But it's Burton's visual imagination that produces the most relishable moments: a herd of wild horses galloping down the trail with their manes on fire; a woman whose head (this is Martian humour) is transplanted onto her pet pooch; and for the really memorably strange, take a look at Lisa Marie's rendering of a Martian trying to pass itself off as a Playmate of the Month. A major plus is Danny Elfman's pounding score, heard to best advantage near the beginning, as the flying saucers mass above the Earth.

Watching Beavis and Butthead, the cartoon adolescents who never

quite succeed in understanding what's going on around them, is like seeing a preview of a period piece. Around 2060, oldsters are going to cackle into one another's hearing aids, "Remember Beavis and Butthead? Those were the days! Heh!Heh!"

For the moment, though, the pair are representing the spirit of the 90s, or an aspect thereof, and they're currently at large in their first big-screen feature, *Beavis and Butthead Do America*, which will no doubt be found unmissable or unwatchable, according to taste.

Even anti-B and Bs, though, should enjoy the joke involving an FBI agent (voiced con brio by veteran Untouchable Robert Stack) whose reaction to every situation is a ringing command, "Officer – round everyone up and conduct a deep cavity search!"

Little old ladies, Jehovah's Witnesses, Beavis and Butthead... they have only to swing into sight and within minutes they're being led away trembling for a deep cavity search. It's the sort of gag those diabolical Martians would have appreciated.

– Bob Baker



## New Publication HMS EAGLE 1942-1978 By Neil McCart

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● CPO Austin Harding.

## Torque about a good idea!

AN INVENTION which saves the Navy time and money has won its creators a reward.

The hydraulic torque tester was the brainchild of Chief Austin Harding, of RN air station Culdrose.

The test rig allows comparative engine tests to be carried out on the ground, giving greater flexibility and greatly reducing costs and time.

Working with his colleagues Chief Graham Holland and Lt Cdr David Childs, Culdrose's maintenance test pilot, CPO Harding developed the equipment at the air station where it is now in use.

The three were presented with cheques totalling £7,000 by the Commanding Officer of Culdrose, Commodore Simon Thornewill.

## Sharp candidate

THE WILKINSON Sword of Honour for best overall student on the 1996 Principal Warfare Officers course at HMS Dryad has been won by Lt Stuart Blackmore of HMS London.

Lt Blackmore also won the Portobello Association Prize as best POW(U) student.

Other prizewinners were Lt Cdr Nicolas Tindal (HMS Argyll), Lt Christopher Bourne (HMS Gloucester), Lt David Axon (HMS Richmond), Lt Cdr Gavin Pritchard (HMS Boxer), Lt Cdr Andrew Webb, and Lt Cdr Stephen Draper (HMS Newcastle).

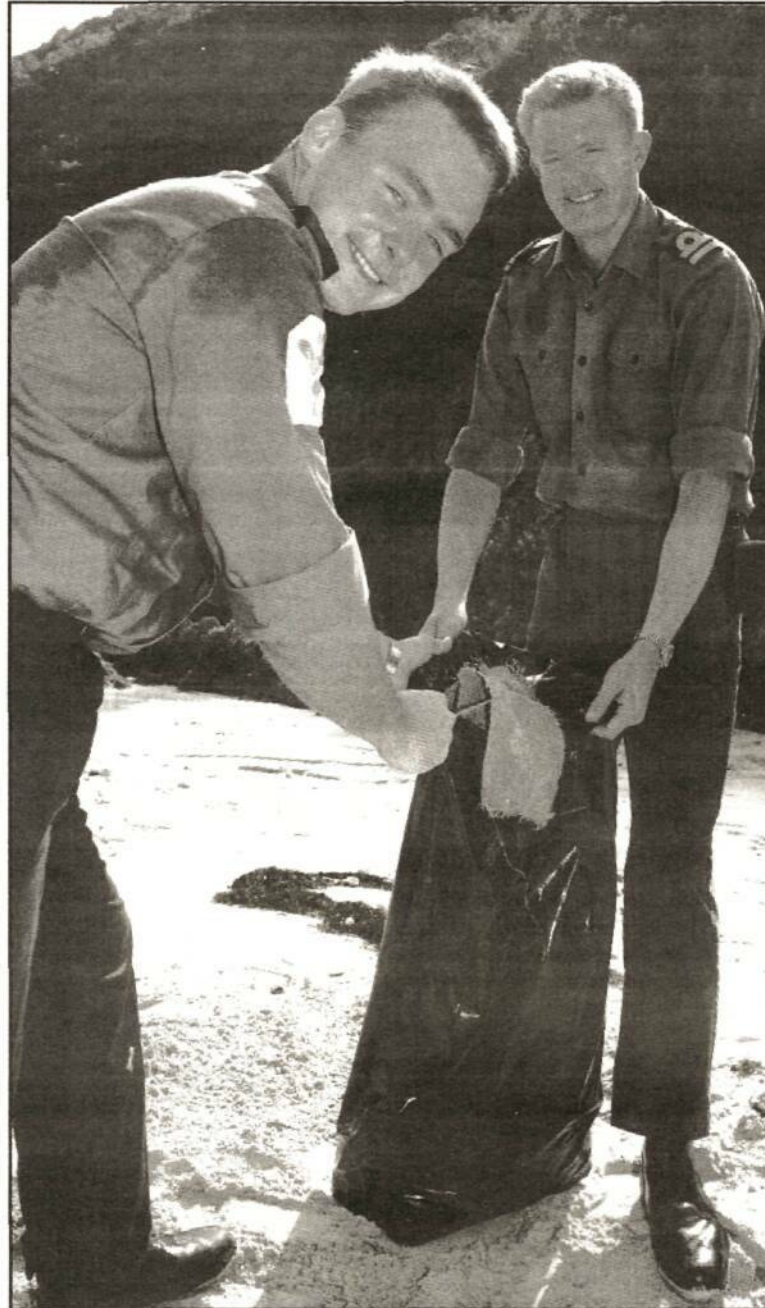
## Chaplain leaves – just like that!

THE ANGLICAN chaplain at HMS Collingwood has departed in grand style.

Rev Mike Brotherton, who drew extensively on a Charlie Chaplin theme during his two years, was whisked away by helicopter and made a farewell circuit of the Fareham base before joining HMS Richmond and the Fourth Frigate Squadron.

Wearing a fez, illustrating his new Tommy Cooper theme, Mike handed over to his successor, Rev John Hills.

● Over to you – Rev Mike Brotherton, in fez, hands over to Rev John Hills.



# Sailors clean up at beach

A SAILING trip marred by a dirty beach prompted sailors in Hong Kong to do something about it.

"A group of us were sailing in the Sai Kung area and noticed that the beach at Kai Sai Wan was looking pretty foul," said Gunnery Officer Lt Alasdair Peppe.

"So we decided to take it on as a project and come back and clean it up a bit."

The 20-strong party from patrol craft HMS Starling armed themselves with rubber gloves and bin

bags, and spent five hours clearing rubbish, some washed ashore, the rest left by visitors to the beach.

All the rubbish collected was transported by the ship back to the former HMS Tamar for proper disposal.

But it was not all work and no play – the ship's company took advantage of the newly-cleaned beach to enjoy a barbecue in the early evening sunshine.

And they made sure they took all their rubbish home with them.

● Beach haul – LMEM John Gough and Lt James Morley clear the beach at Kai Sai Wan, Hong Kong.



● Rev Jonathan Martin.

## New man at the helm of Aggie's

THE NEW executive director of the Royal Sailors' Rests is the Reverend Jonathan Martin.

The newly-established post gives Jonathan the responsibility for shaping a new role and vision for the society – known as Aggie Weston's – in its specialised mission field of the Royal Navy and Royal Marines.

Jonathan was curate-in-charge of a church in Poole until his current appointment, which started on June 1.

He was brought up in a service home; his father was a career soldier with the Middlesex Regiment, and his grandfather was an RSM with the Coldstream Guards.

# Birthday concert

A TALENT for music saw Ted Bulbeck travel all over the world with the Royal Marines.

And even at the age of 100, Ted manages to bang out a decent tune on the piano to entertain visitors.

But he was the one listening when members of the Royal Marines Band in Portsmouth turned up just before his birthday to pay a musical tribute.

Ted followed his father into the Royals when he joined as a band boy in Portsmouth in 1911 – a few months before he was legally entitled to.

Playing his main instruments of clarinet and violin, Ted served in a number of ships, including HMS Dreadnought, Revenge, Ajax, Rodney, Queen Elizabeth and Delhi.

He served 30 years in the corps, but one of the highlights of his career had a more local aspect – Ted was one of the bandmen at the last pre-war FA Cup final in 1939, when his home team beat Wolves 4-1 at Wembley.

With one full career already completed, Ted embarked on a second after World War II by becoming a bus conductor in

Portsmouth.

And even then the spotlight had not deserted him – at the age of 87 he won a Southsea bowls tournament when he was called in as a late replacement for one of the team members.

Ted's birthday serenade was by a brass quintet from the Band of HM Royal Marines Portsmouth, led by Band Colour Sergeant Dave Thornber.



● Ted Bulbeck thanks Band Colour Sgt Dave Thornber for the birthday tribute. ● (Inset) Ted in his uniform in 1920.



## Novices find their feet

ALMOST half of the Naval personnel serving at NATO headquarters in Stavanger, Norway, have completed a skiing expedition.

Six of the 16 went to Roldal in central Norway, led by Radio Supervisor Bryan Parry and helped by Lt Col Peter Babbington RM.

For most of them it was the first taste of skiing, but by the end of the weekend all were able to ski downhill, and most are keen to try out their new skills on further trips.

The other members who took to the snow were LWRT Andy Boiling, RS Bob Stafford, LRO Angus Cameron and LWTR Si Henry.

# Bird-class patrol ship



● Bird man – Arty Shaw with the rescued kestrel on board HMS Orkney.

A NEW member joined the ship's company of HMS Orkney while she was on patrol off Cornwall.

The ship was on fishery protection duty thirty miles off the Scillies in fog when an exhausted kestrel flopped on to the deck.

The offer of pusser's bacon was refused, and she had to be left on the upper deck overnight. Few thought she would survive.

But next morning she was caught and taken below, where she was adopted by the Chief Boatswain's Mate, LS Arty Shaw.

The kestrel soon made herself at home, accepting food by hand, and happily settled on Arty's arm.

She was given her own personal cabin and a perch was made for her by CMEM(M) Jackson – she had joined the ship at the start of a ten-day patrol, the first under the command of Lt Cdr Chris Moore.

At the end of the patrol, which started at Devonport and ended in Portsmouth, the ship was met by a member of the RSPCA, and the bird taken to a sanctuary to recover.

## Full circle for former Rooke men

TWO MEN who met at HM! Rooke more than 30 years ago received awards together in Gibraltar.

CPO Brian 'Robbie' Robert and CPO Ray 'Lester' Piggot were presented with Bars to their Long Service medals at the decommissioning ceremony of HMS Rooke, now known as Rooke Gibraltar.

Brian and Ray both served 1 months at HMS Rooke in the mid 1960s, then went their separate ways, clocking up more than 6 years between them.

Brian served in Polaris submarine HMS Revenge for nine years and other ships included HM Naiad, Belfast, Birmingham Exeter, Illustrious and Manchester. He also spent some time at HMS Collingwood.

Ray's former ships include HMS Malcolm, Kent, Reclaim Leander, Coventry, Minerva and Brazen.

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## People in the News



### Double award for sea cadet

A MARINE sea cadet from Cumbria has won two major Training and Enterprise Council (TEC) awards.

James Foster (19, above), a sergeant from Workington unit TS Vanguard, won the 1996 Job Link Accomplishment award and was Job Link Trainee of the Year.

James, from Whitehaven, who works for BNFL, was presented with one award by Lt Col Henk de Jaeger from the Royal Marines Reserves, Tyne, and the

### End of an ERA

THE LAST Marine Engineering Artificers course taught under the 'old regime' has finished at HMS Sultan in Gosport.

The Auxiliary Machinery Certificate (AMC) has been replaced by the Marine Engineering Mechanic Operators Certificate.

The final course through was a desalination AMC, under the auspices of Lt Cdr Ian Pile, who leaves the Navy this month and who was awarded the equivalent Auxiliary Watchkeeping Certificate in December 1965 as an ERA apprentice.

# Nelson cleans up



THESE are the Navy caterers who cleaned up at a college's food hygiene course.

Nine out of the ten candidates, including a husband and wife, gained distinctions in their Diploma of Food Hygiene Management final exams, breaking all previous records for Highbury College in Portsmouth.

The ten – nine from HMS Nelson in Portsmouth and one from HMS Dolphin in Gosport – attended the six-week course for one day a week, covering food storage, food handling, risk assessment and preservation techniques.

At the end of the course, examined by the Royal Society of Health, the ten had to tackle two two-hour written papers and complete an oral exam with external adjudicators.

Course leader Phil Chandler said: "It's a pretty tough course."

"The diploma is the highest qualification you can get in food hygiene, and we are more than delighted that they did so well – we normally get a couple of distinctions, but never as many as this."

He said he was looking forward to the celebration party, knowing he could eat with confidence.

● **Clean machine** – standing (from left) are: POCA Snowy Snow, LCH Liz McCarthy, CPOCA Kev Ayton, CPOCA Jim McCarthy, course leader Phil Chandler, Lt Cdr Dave McGarel, POCA Dolly Gray, Lt Dick Kerwood, WOSTD Roger Mitchell, and (front, from left) POCA Ted Fearon and CPOCA Phil McCann.

## 100 per cent success... ..across the board

A FORMER petty officer who recently attended a tri-Service resettlement course at Catterick gained a 100 per cent pass in part of his exams.

POSTD Michael Tyreman took the Security Industry Training Organisation/City and Guilds Professional Guard Parts I and II exams, with a perfect score and a certificate of excellence in the first and a pass in the second. Only 1.7 per cent of candidates achieve 100 per cent.

Michael retired from HMS Dolphin in April, and is already working for the Corps of Commissionaires.

AN ABLE Seaman has shown everyone how to succeed in the tri-Service Licensed Trade Diploma resettlement course.

AB Lee Snook, of Portsmouth, achieved 100 per cent marks in all three exams on the four-week course, run by Heron House Breweries in Lancaster for officers and other ranks.

Lee (25), who is seeking a new career as a pub manager, said: "I was really pleased – I didn't think I would get such a high mark."

He is now sending off application forms to breweries to join an in-house training scheme.



● Vice Admiral Sir Toby Frere.

## Supplies chief has retired

THE MOST senior serving RN officer to have joined as a national serviceman has retired.

Vice Admiral Sir Toby Frere (58) joined the Royal Naval Volunteer Reserve in 1955, transferring to the RN in 1958.

He served in submarines operating from Australia and Canada as well as the UK, commanded HMS Brazen and Polaris submarine HMS Revenge, and ran the demanding Submarine Commanding Officers' qualifying course – the Perisher.

He subsequently became Flag Officer Submarines and a NATO commander, and since 1994 has been Chief of Fleet Support, with a £2bn annual budget to supply fuel, weapons and food the RN worldwide, to maintain and repair RN and RFA ships, to run naval bases and support all RN operations.

He is succeeded as Chief of Fleet Support by Vice Admiral John Dunt.

## DROP IN, ANY TIME!

A FLYING visit from a relative is the last thing you expect when you're at sea off Antarctica.

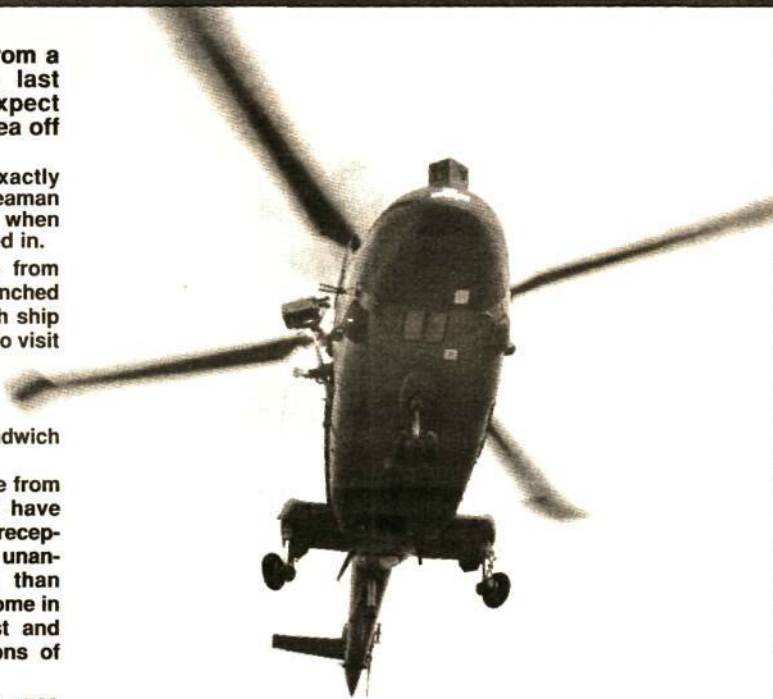
But that's exactly where merchant seaman Dave Taylor was when his nephew dropped in.

Cpl Rob Davies from HMS Endurance winched aboard the research ship James Clark Ross to visit his uncle when the two vessels rendezvoused near the South Sandwich Islands.

The Royal Marine from Weymouth might have expected a frosty reception after calling unannounced, more than 9,000 miles from home in one of the coldest and most remote regions of the planet.

But instead he was given a very warm welcome!

Endurance has now returned to Portsmouth for the summer.



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The post advertised is reserved, therefore only UK nationals can apply.

**SALARY:** The starting salary will be £16,650 - £29,405, depending on qualifications and experience, with opportunity to progress, via performance pay, to the top of the salary scale, currently £30,580.

The candidate must be able to demonstrate strong leadership, the ability to manage a key department remote from senior management and good negotiating skills with the ability to stand your ground when necessary. First class communication skills, an enquiring mind, an ability to prioritise and thrive under pressure and an understanding of Quality Management Systems and Quality Assurance Practice are required.

For an application form please write (enclosing an A4 stamped addressed envelope) to DFS(Pers) Recruitment, Room 7, Block D, Ensleigh, Bath BA1 5AB quoting Reference No NO10/1/97. The closing date for the return of completed application forms is

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'I wonder what they'll think of as an alternative?'

## NEWSVIEW

### Wait and see, says Lilian

ONE OF our older readers has taken up a new hobby in her 95th year – writing poetry.

In 1994 Lilian Collins sent us a vivid evocation of the 1911 Fleet review at Portsmouth she attended as a young girl. It was packed with period detail, such as the sudden squall that sent spectators scurrying across Southsea Common for the tramcars. The sort of detail that is lost forever from these occasions unless someone takes the trouble to set it down on paper.

We published her letter, and on the strength of it soon after invited her to our 40th birthday bash, hosted by HMS Invincible, where she turned out to be a star turn.

Since then she has been a regular correspondent, taking a close interest in the activities of 'my ship' as she calls it. Well, it is her ship, too – she has paid her taxes and she owns a piece of it, just as we all do.

She remembered HMS Invincible in her prayers when its young airmen were in harm's way during the Bosnia conflict. Her room in Towcester, Northants, we are told, has become a shrine to the carrier, decorated with photographs we have sent her together with the latest details of its doings, so that she has become something of a local celebrity.

Now wheelchair-bound, she employs her still agile fingers in needlework and knitting projects with a naval flavour – some of which she has passed on to us – while her still more active imagination takes her on 'armchair cruises' in HMS Invincible around the world.

And, just lately, she has turned to putting her thoughts into verse. She entered the International Library of Poetry competition in October – and then heard that her offering 'Time' had been accepted for its latest anthology, published this month. She is in hopes of winning the top prize.

The likes of Lilian sit at the extreme end of the support the Navy – and Navy News – receives from its remarkably wide range of devotees. Like its reservists, drawn from all walks of life, featured in this edition.

Her example should encourage support from younger generations, too – those people whose backing all political parties were somewhat belatedly attempting to canvas in the run-up to the General Election.

The Commanding Officer of HMS Victory observed on *The Antiques Roadshow* last month that the youngsters who man today's Navy are just the same as those who manned Nelson's. In many ways they are. But although they are vastly better educated, better fed, better looked after all round, they are arguably not much better understood in the context of their times. And they still make up the bulk of the serving strength.

As Brian Lavery pointed out in his wide-ranging study of *Nelson's Navy* (Conway Maritime Press 1989): 'The Navy also reflected the morals and values of British culture – the class system, the political ethos, and the ambiguous attitudes to liberty. It was an expression of the technology of the times ... it was supported by the British taxpayer, and hence by the British economy; its ships were a product of British industry, and its men were a product of British society.'

'Often, the navy felt itself cut off from the rest of the British people, by geographical distance and by a different lifestyle; it was, nonetheless, part of the nation, and it cannot be considered in total isolation.'

In her latest letter to us, our lively old lady in Towcester shows herself to be cheerfully unencumbered by such restraints as she awaits the final verdict for 'Time': 'Now all we have to do is the same as Asquith did, many years ago,' she says. 'Wait and see.'

## BRITISH ASSOCIATION OF COMMUNICATORS IN BUSINESS

# 'A virtually faultless piece of news reporting...'

## Cib Awards

### WHAT THE JUDGES SAID ▶

● "You're sweeping the board ..." ITN's Michael Brunson presents Navy News Editor Jim Allaway with the second of two Class Winners at the Cib Awards ceremony at

Navy News has scored its best success for 14 years in the Communicators in Business Awards – now the biggest competition of its kind in Europe which attracted a near record 1,252 entries.

Since it first entered the lists 25 years ago the paper has racked up a total of 75 accolades without missing a single year. A unique achievement

But this year we covered the waterfront, topping two classes (for headlines and illustrations) and gaining an Award of Excellence for the newspaper as a whole and a Certificate of Merit in the Best News Story category.

● The RN yearbook *Broadsheet*, edited by Cdr Lee Hulme and Tony Roberts of CS Graphics, also won a Certificate of Merit for picture editing, while BFBS won a Bronze Medal in this year's Sony Radio Awards.



"A first rate publication. . . easy to see why Navy News has half a million readers worldwide with its breadth and depth of coverage, plus its promotion of the values and traditions of the Royal Navy. . . fulfils its objectives thoroughly, and is a truly professional product . . . crammed with faces of people at all levels within the organisation, handled with a light touch and a sense of humour . . . vast scope for its news and features coverage . . . tremendous variety of issues and events . . . top quality stories, attractive design and good use of photos."

"... known as one of the success stories of business publishing since it was radically redesigned a few years ago . . . good to see that it is still developing and getting closer to its readers . . . for anyone outside the 'industry' gives an immediate impression of the scale of operations and the likely diversity of its readership . . . a real newspaper, serving a real community . . . does most things well. Taken as a whole, it is a good read certainly, and a credit to the editorial and design team . . . it could also teach many other house papers a thing or two."

"... a highly informative and extremely well presented piece of writing, nicely ordered and technically excellent . . . a virtually faultless piece of news reporting."



# Strength in Reserve



● **Nigel Raddie** – full-time AA employee, part time reservist with HMS Sherwood.

## Don't watch – join in

RESERVISTS are smashing people, says **Captain Norman Hodgson RN**, the Director of Naval Reserves.

Their commitment is astounding.

When I am almost on my knees by a Thursday evening, I find significant numbers of reservists undertaking training at one of 13 Reserve Training Centres in the UK.

When I am ready to relax and unwind on a Sunday, Naval reservists are taking advantage of the numerous training opportunities offered at weekends.

Many also sacrifice some part of their annual holiday to train for their operational role.

Why do they do it? Well, they find the training the Royal Navy gives is interesting and valuable, either complementing their civilian job or offering a wholly different challenge.

All, especially students and those temporarily unemployed, like the pay and the annual tax-free bounty awarded for achievement of training obligation.

But more than that they like contributing in the national interest; meeting other like-minded and stimulating people, and participating in our Naval service.

Did you spend last weekend in Singapore after a couple of weeks at sea in an aircraft carrier?

Are you due to fly to Sydney next week to join an RN destroyer for a fortnight?

Would you fit the bill for an exercise in Valparaiso, Chile, this month?

Interested? Don't just stand on the touchline – get in touch!

We want you to be Someone Special in Reserve.



● **Linda Norman** – student co-ordinator, delicatessen worker, and reservist at HMS Cambria.

**It's not all drill halls on a wet Thursday evening...**



● **Local colour** – Royal Naval Reservist POWSA Janice Scott, of HMS Flying Fox, takes in the culture of Singapore during the Ocean Wave deployment.

All pictures by LA(PHOT) Dave Coombs.

# Total commitment from part-timers

**REALLY Not Required? Rest and Recuperation?**

Royal Naval Reservists have heard many versions of the title, and would probably have something to say on the subject if they weren't working – and playing – so hard.

In fact, Rest and Recuperation is one of the last items on the reservist's agenda, as their commitment to the Navy can take up a good deal of their evenings, weekends and annual leave.

Until 1994, the RNR was geared to provide a dedicated force of minesweepers in

times of crisis, but with the new world order the RNR has started to adapt to new roles.

The new RNR is both more flexible, and more integral to the Navy's needs, than ever before, and reservists today have greater opportunities to work alongside their Regular counterparts, often in ships far from home.

## Ceiling

The RNR has a ceiling of 3,500 members, and currently stands at around 2,700, of whom nearly a third are former RN officers and ratings.

All RNR branches are potentially sea-going, but 1,000 have regular sea-going commitments in operations, amphibious warfare, mine warfare and communications branches.

There is also an increasing likelihood of logistics and medical branch personnel getting their feet wet.

The Royal Marines Reserve, administered by HQRM, augments 3 Commando Brigade.

So what does the RNR offer to someone with time to spare and commitment to the cause?

Training in many skills is carried out throughout the Fleet and at shore bases, and high standards are expected of reservists.

Opportunities exist for reservists to relieve "stretch" by filling posts that would otherwise lie vacant for some time, or by boosting a ship's company or exercise staff during deployments.

Around 170 reservists will have taken part in Ocean Wave 97 – some on the Royal

Yacht – by the time the ships return in the summer, and the list of places visited by reservists on this and other deployments reads like the index page of an exotic holidays brochure.

All that and you get paid as well, not to mention the bounty.

Daily rates of pay range from £35 to £110 for officers, £22-£56 for ratings, and annual bounties can be of up to £900.

Travel and other allowances are paid; in return you will probably have to commit yourself to 12 days operational training and 12 days support activity a year – and drill nights count as a quarter day of support activity each.

RNR volunteers must be between 16 and 33, or for ex-RN ratings, 43.





● Forward's Spice Girls – (above, from left) Sarah Prosser, Alison Prower, and Gail Lawson take shelter in Birmingham, and (right) Alison, Sarah and Gail in uniform at HMS Forward.

# Put spice in your life

THREE women from a building society wanted to put some spice into their lives – and found that the RNR could provide it.

Alison Prower, Gail Lawson and Sarah Prosser all joined the Communications Branch, and are known at HMS Forward in Birmingham as the Spice Girls.

"We all work at the Halifax Building Society and enjoy our jobs a great deal. However, we wanted to try something different, something new – we wanted an extra interest which we could all do together as friends," said Gail.

"We saw an advert to join the Royal Naval Reserve and thought that nothing ventured, nothing gained and that we would give it a try. And what a good decision that it turned out to be!" said Alison.

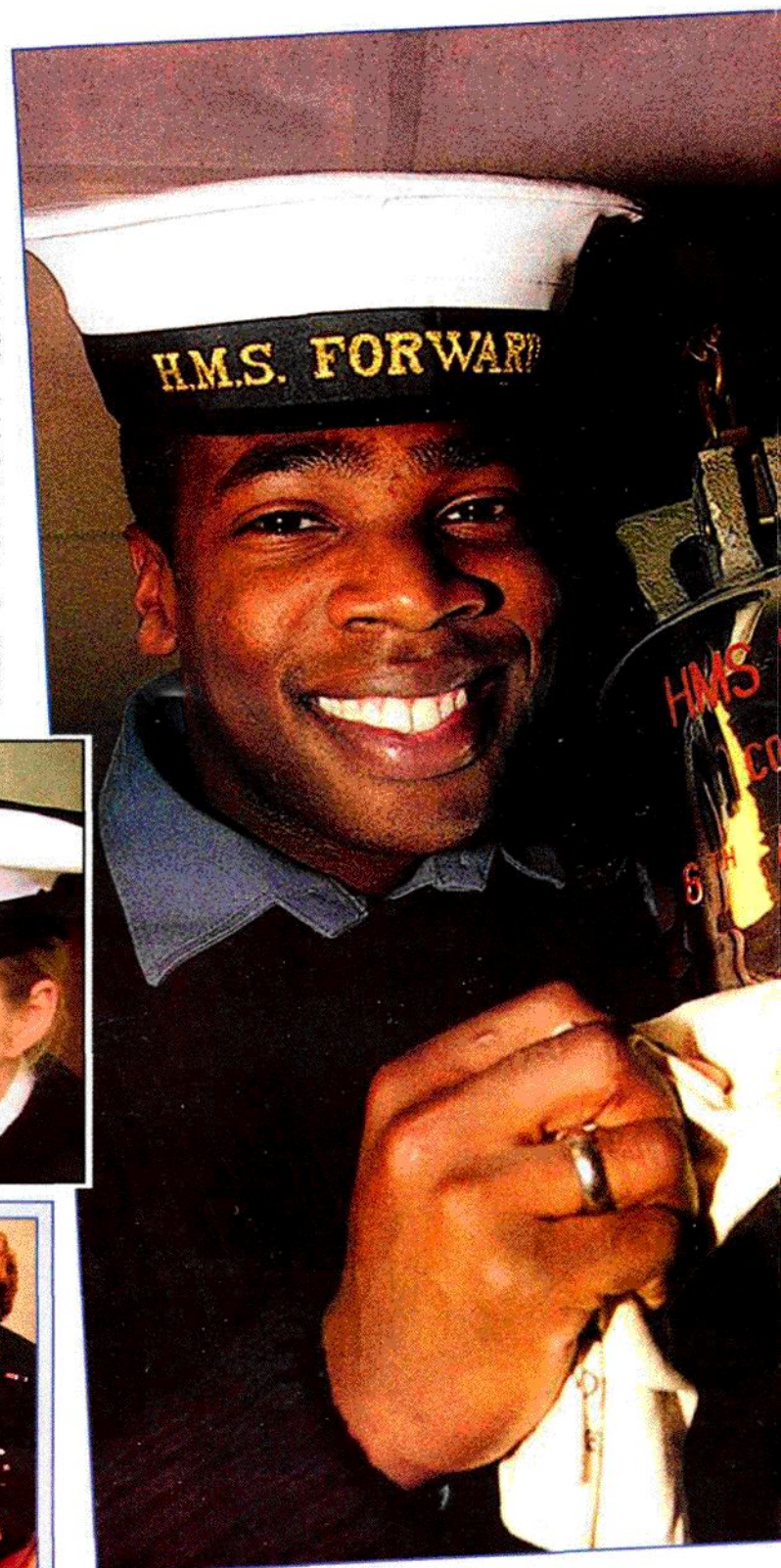
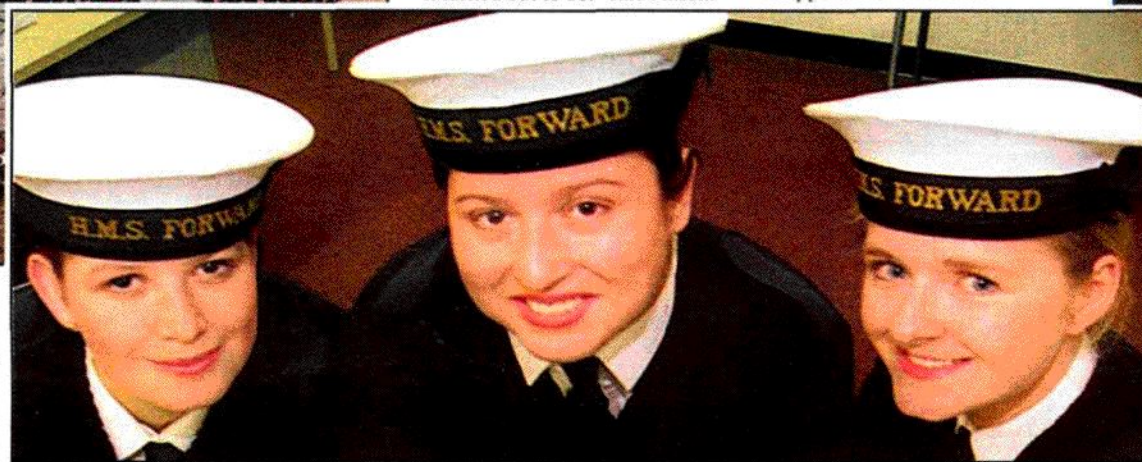
"We've met lots of new people from all over the country and have had some really fun weekend training. And I know that it's helped me a lot in my regular work, too."

The trio are now looking forward to their two weeks of training at the Royal Navy's New Entry Training Establishment at HMS Raleigh, near Plymouth, which they will undertake later this year.

"It sounds a bit like hard work, but good fun, too. The Navy seems to encourage you to work hard and play hard, too," said Sarah.

"That's fine with us – we can handle that sort of thing."

"If you are looking for that extra spice in your life then come and visit the Royal Naval Reserve – I'm sure you won't be disappointed," said Gail.



## THINK YOU'RE GOOD ENOUGH FOR THE NAVY? WELL, DON'T GIVE UP YOUR DAY JOB.

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● Putting pen to paper – from left, Commanding Officer Cdr Kevin Kinsella, new entry James Govan and Chief Wren Pat Prior, all of HMS King Alfred, Portsmouth, sign up to the Reserve Forces Act 1996.

## Signing up to new law

RESERVISTS have been signing up to a new law which came into force at the beginning of April.

The Reserve Forces Act 1996 – RFA 96 – is a major change from previous legislation, ironing out variations between the forces.

Other aspects are new. In addition to call-out in times of national danger, or an attack on the UK, or when "warlike operations" are in preparation, there is now a call-out power to support armed forces who are engaged in disaster relief or the protection of life or property, anywhere in the world.

RFA 96 brings greater flexibility in that reservists can take on full-time reserve duties for various periods, and there are new categories identified in High Readiness Reserves

(those with skills in short supply who may agree to an increased liability to call-out) and Sponsored Reserves, designed to cover contractors who may be needed to carry out work under operational circumstances.

There are increased safeguards to protect the relationship between reservists and their employers.

Members of the reserve forces on March 31 this year, and members of the regular Services on the same date who subsequently transfer to the reserves, can claim transitional status and opt to remain under call-out rules of the previous Act, RFA 80.

But transitional status ends if they re-enlist, re-engage, extend their service or become officers after April 1 this year.

## True confec of RM rese

Life is sweet for the man from the chocolate company who is still making an impression in the military sphere.

Derek Harvey has a day job as demonstration manager at Cadbury World at Bourneville – and in his spare time he is in charge of running the Royal

Marines Reserve unit. Before joining the unit, he was in the regular army for 10 years in the regular army.

"I had really enjoyed the regular army and feel ready to leave the knowledge and experience to the youngsters," said Harvey.

That is exactly what the sergeant major wants. "I'm responsible for training and physical fitness in the unit and I love it," he says.

"We are all recruits for the unit and it's a special opportunity for us to be part of the unit."

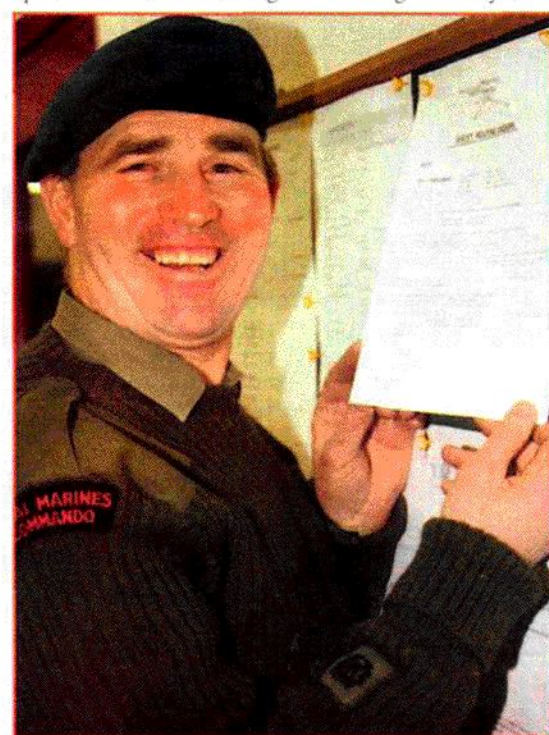
Derek's day dream to most suited to it – when he was in the regular army he won bronze medals for his culinary competence.

"I am very lucky to be able to do that I developed the unit and I continue to develop it."

"I have been very lucky stars that I have been able to do that."

● The man in the chocolate company, Derek Harvey, is running the unit in the Midlands.

● Life is so sweet for the man from the chocolate company who is still making an impression in the military sphere.





# Managing a new challenge

A CHARTERED surveyor from the Midlands was looking for some adventure in his life to complement the responsibility of his civilian career.

It seemed to Robert Jaffier that the Royal Naval Reserve offered the best chance of providing the extra he was looking for – and seven years on he has no regrets in joining up.

Robert has a postgraduate diploma in Management Studies and is currently a development officer for urban renewal and urban regeneration for Birmingham City Council.

## Socially

His civilian job requires him to work hard at ensuring areas of the city which are in need of redevelopment socially, economically and educationally are able to attract new business, and that appropriate resources can be targeted to upgrading housing as necessary.

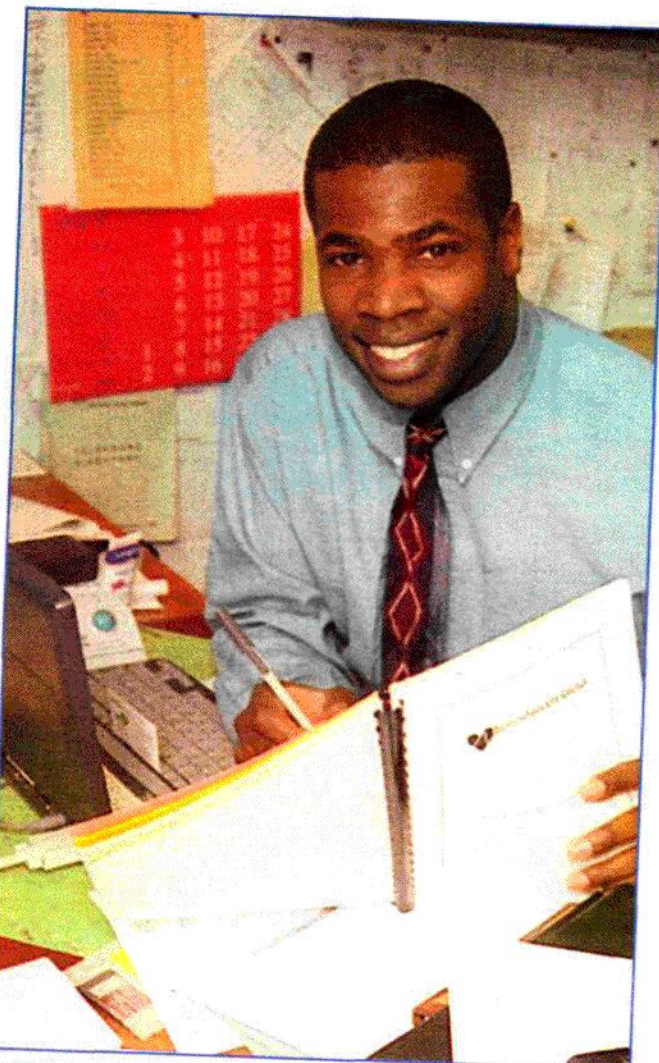
"I wanted adventure and travel, as well as to meet new people and to learn some new skills," said Robert.

"And that is exactly what has happened. I have learnt to manage an interesting hobby, which has led to increased personal self-development, which in turn has helped me both in my professional and social life.

"I have worked and played hard in the Reserves, but have gained a tremendous amount, both in personal fulfilment and just simple fun."

● **Military polish** – AB Robert Jaffier (left) of HMS Forward in Birmingham ensures the establishment's bell is in pristine condition.

● **Rank and files** – Robert ploughs through his work with Birmingham City Council (right).



## Reservist

unit in the Midlands. The RMR in 1990, Derek spent 26 years in the Royal Marines Corps. He enjoyed my life as a Royal and didn't know that I'd gained a lot of experience that I wanted to pass on to my son, Derek.

What he does now, as an RMR

responsible for all the training, administrative and physical training lessons that the boys and I spend all my spare time here said.

ways on the lookout for new RMR who want to make something of their lives."

## Dream

job sounds like something of a dream to people, but he is particularly proud while serving as a chef in the Royal Marines on a clutch of gold, silver and bronze medals for his chocolate work in various competitions.

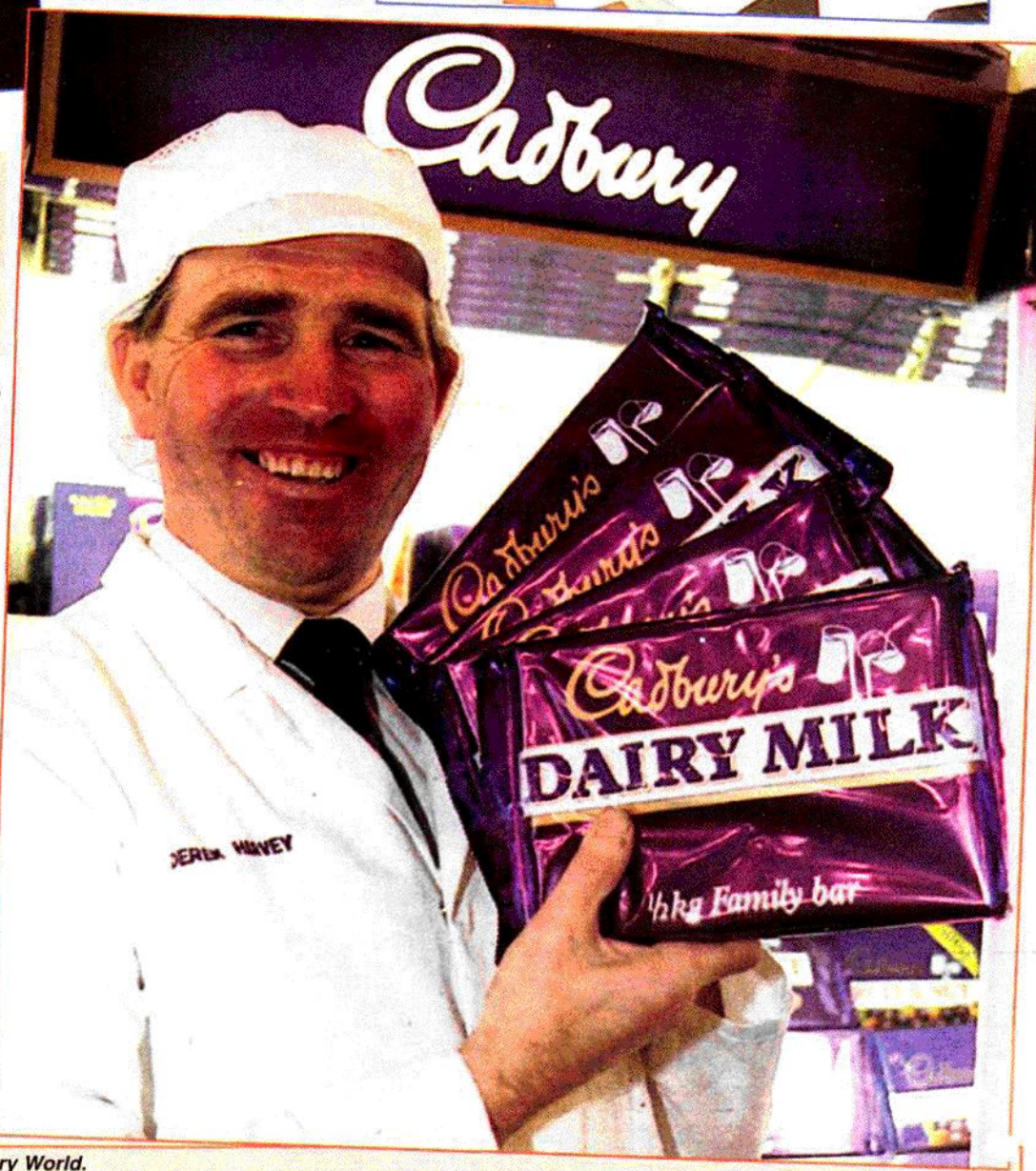
lucky to have a great job which continues the interest in chocolate that he had in the Service," he said.

es set me a challenge from the day I joined 30 years ago and the Reserves challenge me today.

a very lucky man, and I thank my son for joining up all those years ago."

in charge – Sgt Major Derek Harvey (left) is responsible for the day-to-day running of the Royal Marines Reserve unit in the Midlands (left).

sweet – Derek Harvey at Cadbury World.



● **Masked warrior** – a reservist from the RMR Tyne unit on cold weather training in Norway.

## Adventure guaranteed

THOSE who are particularly keen on a challenge may prefer to join the Royal Marines Reserve.

The Royals – the RN's amphibious infantry – will train you in subjects such as weapon handling, field craft, signals, tactics and physical fitness.

Your task would then be to support the regular Royal Marines using whatever skills you bring to the job – and whatever skills you pick up through training.

Opportunities exist for reservists to specialise after a year or so, popular fields being landing craft skills, cold weather warfare and ski instructor.

There is a wide range of specialisations, including parachutist, swimmer, canoeist, physical training or drill instructor, heavy weapon specialist, small arms instructor, assault engineer, signaller, coxswain of a landing craft or assault boat, driver or chef.

The reservist normally commits one night a week to training, with additional weekends at training areas

such as Otterburn, Dartmoor, Longmoor or Sennybridge.

Each new recruit also attends two two-week courses at the Commando Training Centre in Devon, and if he passes the Commando course he wins the coveted green beret.

To join the RMR you need to be between 17 and 30 years old and reasonably fit. Recruits are paid at around regular Royal Marines rates for the days they spend in training, and receive an allowance to cover expenses such as travel.

There is a tax-free bounty, which can amount to several hundred pounds, at the end of each year of satisfactory service.

As well as training, overseas travel, and an opportunity for adventure, there is also the chance for promotion – most RMR officers are drawn from the ranks.

It is possible to get as far as commanding your own unit, as a lieutenant colonel, and officers can also train for a variety of specialisations such as forward air controllers, landing craft officers or liaison officers.

**RMR CITY of LONDON:** 2 Old Jamaica Road, Bermondsey, London SE16 4AN, tel 0171 237 4331/2. Detachments in Portsmouth, Henley, Chatham.

**RMR SCOTLAND:** 37-51 Birkmyre Road, Govan, Glasgow G51 3JH, tel 0141 445 6020. Detachments in Glasgow, Greenock, Dundee and Edinburgh.

**RMR BRISTOL:** Dorset House, Litfield Place, Bristol BS8 3NA, tel 0117 973 3523/3267. Detachments in Bristol, Plymouth, Lympstone, Cardiff and Poole.

**RMR MERSEYSIDE:** South Atlantic Building, Victoria Dock, Birkenhead, Merseyside L41 1EQ, tel 0151 647 6346/7815. Detachments in Merseyside, Rochdale and Birmingham.

**RMR TYNE:** Anzio House, Quayside, Newcastle-upon-Tyne NE6 1BU, tel 0191 224 0550.



# Part-time globetrotters



● Life's a beach for these reservists, who are pictured taking a break from their Ocean Wave duties in Singapore. Seen above are (back row, from left): CPO Gee (HMS Cambria), PO Wren Penfold (Vivid), Lt Cdr Hubber (Flying Fox), PO Wren Jones (Cambria) and PO Evans (Northwood). Front row, from left: LCK Barrowcliff (Eaglet), CK Porter (Flying Fox), AB Burton (President) and LWTR Jones (Cambria). ● Pictured right, checking out the local attractions, is AB Paul Burton, from HMS President in London.



**HMS CALLIOPE** (Newcastle): South Shore Rd, Gateshead NE8 2BE, tel 0191 477 2536.  
**HMS CAMBRIA** (Cardiff): Hayes Point, Sully, Sth Glamorgan CF6 2XU, tel 01446 744044.  
**HMS CAROLINE** (Belfast): BFPO 806, tel 01232 739880.  
**HMS DALRIADA**: Navy Bdnsgs, Eldon St, Greenock PA16 7SL, tel 01475 724481 ex 4229.  
**HMS EAGLET**: Princes Dock, Liverpool L3 0AA, tel 0151 236 7377.  
**HMS FLYING FOX**: Winterstoke Rd, Bristol BS3 2NS, tel 0117 966 8667.  
**HMS FORWARD**: 10-20 Sampson Rd, Birmingham

B11 1BD, tel 0121 773 8008.  
**HMS KING ALFRED**: Fraser Bdnsg, Whale Island, Portsmouth PO2 8ER, tel 01705 547457.  
**HMS NORTHWOOD**: Brackenhill House, The Woods, Northwood, HA6 3EX, tel 01923 838480.  
**HMS PRESIDENT**: 72, St Katherine's Way, London E1 9UQ, tel 0171 480 7219.  
**HMS SCOTIA**: Hilton Rd, Rosyth, Fife KY11 2XT, tel 01383 425794.  
**HMS SHERWOOD**: Chalfont Drive, Nottingham NG8 3LT, tel 0115 929 6373.  
**HMS VIVID**: Mount Wise, Devonport, Devon PL1 4JJ, tel 01752 501246.





# Plan to save mosaics

## Gibraltar health trial

THE RN Hospital, Gibraltar, is to be scaled down during a nine-month trial when hospital treatment will be provided by the Gibraltar Health Authority (GHA).

The Defence Secondary Care Agency has announced that UK servicemen and dependents will be treated at the civilian St Bernard's Hospital, for which Gibraltar will be paid.

During the trial, which started on May 1, some UK medical service and civilian staff will work within the GHA, but there will be no redundancies.

A surgical theatre and day ward will be retained for use by the Services and local civilians at the Royal Naval Hospital under the auspices of the GHA.

## New home for window

A STAINED glass window from a military chapel in Hong Kong has been presented to the Missions to Seamen.

The window, from the Holy Trinity Chapel in the Prince of Wales Barracks, formerly HMS Tamar, will be installed in the chapel of the new Hong Kong Mariners Club.

## Yacht aided

A STRICKEN yacht has been assisted by a Navy destroyer.

HMS Liverpool was on her way to the Caribbean when she diverted to aid the Maritza, which was unable to hoist sails or restart the engine.

Engineer PO Steven Hayter boarded the yacht, off Cornwall, and diagnosed dirt in the fuel system, which he bled and fixed.

Liverpool returns to the UK in December.

## Reservists see how they measure up to life on flagship

### Tall order for Victory team

Peter Tosh's colleagues believe he has finally found his niche in life.

That's because he can go about his work with a good deal more confidence than brothers Tony and Darren Fitzpatrick, who can expect some bruising to the head in the next three months.

Peter is 5ft 3in tall, Tony is 6ft 5in, and Darren 6ft 6in, and the three, from the Royal Naval Reserve unit of HMS Eaglet in Liverpool, are spending the summer working among the low beams of HMS Victory in Portsmouth.

A fourth member of Eaglet, Lt Simon Lewis, is making a little piece of history – he is the first reservist to take up the position of First Lieutenant on the Trafalgar veteran.

### Chemicals

Lt Lewis (33), from Manchester, spent ten years in the chemicals industry before acting as a full-time reservist since 1995.

One of the first jobs in his two-year stint in Victory was to fill some short-time gaps on the ship, and he had no hesitation in looking to his RNR unit for the right men.

So up stepped PO(S) Peter Tosh (40), who had been searching for work as an electrician before taking up this post, POA Tony Fitzpatrick (29), a graduate engineer, and PMSA Darren Fitzpatrick (21), who aims to go into nursing when his time on Victory is over.

The three men will be undertaking general ship and ceremonial duties on board.

All three hail from Liverpool, and Tony claims his interest in the Victory started when his father bought him an Airfix model of the ship many years ago.



● Measuring up – Lt Simon Lewis checks how PO(S) Peter Tosh measures up against Darren (left) and Tony Fitzpatrick. Picture: LWREN Penny Taylor.

EXPERTS have been called in to help work out a way of saving a series of large mosaics in a former Royal Marines garrison church, soon to be converted into residential apartments.

The church of St Andrew's, in what was once Eastney Barracks in Portsmouth, is decorated internally with 20 mosaics, each 6ft by 2ft wide. Each has a religious theme with a plaque commemorating Royal Marines heroes, including the Corps' VC winners.

Removal of the facings is being proposed by members of EAGER – Exploratory Attempt to use Garrison Church by Eastney Residents. With the co-operation of the housing association which bought the site, they hope to transfer artefacts from St Andrew's to the restored Naval church of St Agatha's in the centre of Portsmouth.

### Beautiful

EAGER chairman Keith Stoneman told Navy News: "The mosaics are absolutely beautiful."

"However, we don't know who made them or what technique was used. We've called in an expert company to produce a technical report on the feasibility of removing them."

The church was built and dedicated in the early 1900s, and Mr Stoneman believes the mosaics were probably added after World War I.

"It will probably cost a few thousand to move them, but EAGER would be able to pay for that from its funds," he said.

The memorial rose garden in the former barracks may also be affected by development, and EAGER is planning a symbolic transfer of earth from there – where many Royal Marines' ashes have been scattered – to the RM Museum's memorial garden.

Mr Stoneman is trying to build up a list of those whose ashes have been interred in the rose garden so that their names may be added to the museum's roll of honour. He asks anyone with information should write to him at 4 Harvey House, Gunners Row, Portsmouth, Hants.

## Last Hunt caught

THE ONLY Hunt-class ship to have missed out on fishery protection duty has been netted.

Mine countermeasures vessel HMS Atherstone has now hoisted the blue and yellow pennant of the Fishery Protection Squadron and joined sister ships Chiddingfold, Berkeley and Dulverton on patrol.

Although they retain

full mine warfare capability, ships of the First and Second MCM Squadrons augment the Offshore Patrol Vessels of the Fishery Protection Squadron for up to 15 months.

The Hunt-class ships mainly patrol the coastal waters of England and Wales, checking the 12-mile limit.

HMS Atherstone has relieved HMS Hurworth.

## Airline chefs step in

THE LAST members of the Hong Kong garrison are to be fed by German airline chefs.

Lufthansa Sky Chefs are to produce meals specially for the British forces for the last week of June, allowing the British military kitchens to be scrubbed clean in preparation for the

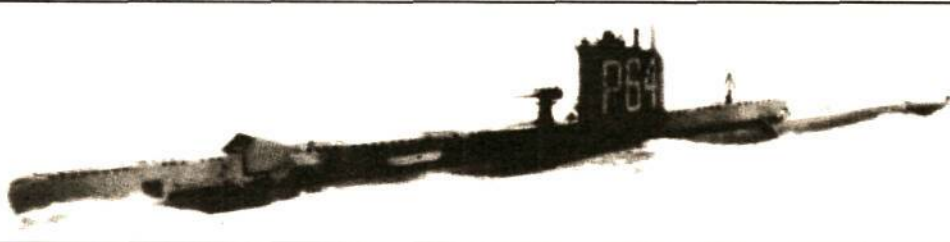
handover to the Chinese forces.

British-style meals will be prepared in bulk and transported in insulated containers to the Prince of Wales Barracks and Stonecutters Island.

The German caterers already supply meals to the RAF.

□ The Incredible Shrinking Garrison –

## Tribute paid to lost submariners



● Mysterious wreck – HMS Vandal pictured with her original pennant number while on trials.

## Memorial cairn unveiled

A MEMORIAL to the submariners who died while testing a new vessel during the war has been unveiled on the Isle of Arran.

The ceremony was attended by Larry Gaines, the only survivor from the HMS Vandal – he was placed sick ashore just before the submarine sailed.

Vandal and her crew of 36 were lost while exercising in the Firth of Clyde while on initial sea trials after being built by Vickers in Barrow.

After Vandal had sailed on February 24 1943, a smoke candle – a signal of distress – was seen in the area of Lochranza Bay, but despite a thorough search no sign was found of the missing submarine.

Her final resting place remained a mystery until 1994 when a Navy minehunter, HMS Hurworth, found her in 90 metres of water lying at an angle of 30 degrees from the vertical on her port side.

And now, 54 years on, her final resting place is marked by a two-ton memorial cairn, donated by Co-op monumental masons in Glasgow, and placed at Lochranza overlooking the spot where she sank.

Mr Gaines, now 74, attended the unveiling and dedication of the memorial by Flag Officer Submarines, Rear Admiral James Perowne.

A ferry carrying the official party stopped above the wreck, now a war grave, to allow a wreath to be laid. HM Submarine Triumph was in attendance.

"It's an eerie feeling being the sole survivor," said Mr Gaines, who lives in Perth.

"I became great friends with three or four other lads who joined the sub at Barrow to sail for Dunoon to commence trials."

### Lockers

"But at the last moment I had a pain in my ears and I was sent to sick bay with an ear infection. My hammock and kit bag must still be in one of the lockers."

The memorial was the idea of Dave Barlow, secretary of the Scottish branch of the Submarine Old Comrades' Association, who said: "We are at last able to honour their hitherto unmarked contribution to the war effort."

"We have never forgotten them – and now there will be a focal point overlooking the site at which the public can pause for a moment and, if they wish, reflect on the tragedy."

Although the 740-ton boat has been found, there are still no clues as to why she sank.

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Saturday 14 June 10:00-16:00





## Calling Old Shipmates

**Duke Crute and Dinger Bell:** Mr H. M. Galley, 47 Church Path, Deal, Kent, CT14 9TH (01304 374789) seeks the two shipmates who were with him in HMS Woodbridge Haven 1947-48.

**HMS Ganges, class 391, 1961-62,** Collingwood Div. (signalmen) contact Dave Brighton, Datchets, 180 Medstead Rd, Beech, Hants., GU34 4UA (01420 563944).

**HMS Whitesand Bay Association** seeks anyone who served in her in 1945-56. Contact Geoff Nightingale, 268 Galley Hill, Gaderbridge, Hemel Hempstead, Herts., HP1 3LD (01442 63405).

**HMS St George, Oct. 1947 entry** (Forecastle Div. under PO Spears), particularly Ben Draper, Ronnie Apps, K. Mortimer and Gunner Knight. Contact A. R. Coleman, 50 Silver Gdns, Belton, Gt Yarmouth, Norfolk, NR31 9PD.

**Jack Spencer** (HMY Britannia, HMS Lynx, retinue of Admiral Henderson) is sought by ex-CPOCK E. Ripley, RNA Blomore Branch, Carless House, 120 Elmore Green Rd, Bloxwich, Walsall, W. Midlands, WS3 2HS.

**Nuclear bomb tests:** Matt Clapham, 9 Aston Place, Richmond/Nelson, N. Zealand seeks info to help him in pension claim as a result of possible ill-health due to nuclear bomb test. He seeks anyone who remembers being present for a test explosion in the area of Christmas Is. and/or who served in HMS Devonshire 1949-50, HMS Loch Insh 1950-52 and HMS Euryalus 1953-54.

**Simmo Simmons** who lived in Wordsworth St, Hove - or info about him - is sought by Roy Ticehurst, 15 Barley Close, Southgate, Crawley, Sussex, RH10 6BA (01293 512014). Roy and Simmo joined HMS Royal Arthur together as signalmen in 1942.

**42 Cdo RM 1948-51.** Members who served at Shandur Camp, Egypt; Whitfield Barracks, HK; or Tanjong Rambatan, Malaya, are sought by J. G. Sutherland (01633 676245) with a view to a reunion.

**HMS Dainty Association** seeks 'lost' oppos. Contact Peter J. Hillman, 15 East Mead, Pagham, Bognor Regis, W. Sussex, PO21 4QT (01243 265901).

**HMS Drake racing cutter crew 1939.** S. C. Hayward, 15 Sandy Lane, Salford, nr Melton Mowbray, Leics., LE14 4DS, was a member of the crew who won the three-mile race in Plymouth Regatta and has a photo of them with the silver oar trophy. He and another crew member, Frank Whittington, would like to get in touch with the others who survive.

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To: Lt Cdr I M P COOMBS RN, ARNO, 70 PORCHESTER TCE, LONDON W2 3TP

Please send me details and a membership application form:

(Navy News)

## Navy News back issues

NAVY NEWS is seeking certain back issues of the paper to complete an archive.

We have a complete set of editions in bound volumes, which will soon also be kept on microfilm for ready reference. However, our past editions increasingly are being regarded as historical documents, and so we wish to have another complete set bound and sealed for preservation purposes.

We already have most copies of an additional set, but there are many missing numbers, and we would greatly appreciate the help of our readers in obtaining them.

We would welcome any unwanted issues you may still have. We are particularly interested in the following editions:

All issues up to and including March 1959. Additionally, we are missing the July 1975 and the November 1979 issues.

Please send them to: Sue Sullivan, Navy News, HMS Nelson, Portsmouth, Hants. PO1 3HH.

## Reunions

### JUNE

**HMS Auckland, Tobruk 1941:** Act of remembrance, 1400 on 21st at Naval War Memorial, Southsea. Details: J. Bennett on 01705 379730.

### JULY

**Commando Sqns and HQ Commando** Aviation annual Jungle cocktail party at 1900, 11th at Sherborne Castle. Fireworks & music. Bring own picnic. Requests with Mess no. and address to JCTPO, 848 NAS, RNAS Yeovilton on 01935 456715 or 456013.

**HMS Mermald** reunion at WO & Snr Rates Mess, HMS Dolphin on 12th. Contact J. Andersen, 25 Springwood Rd, Scawthorpe, Doncaster, S. Yorks. DN5 HT9 (01302 784946).

**Seaman Specialist Comrades Association** mid-year round-up on 12th at Rossario Room, Fort Blockhouse, HMS Dolphin (b-b-q etc.). Details: Snowy or WO Vic Vance (working hours) on 01705 726579.

**HMS Newcastle** reunion on 20th-22nd at Royal Fleet Club, Devonport, to celebrate 50th anniversary of start of two-year commission with 1st Cruiser Squadron. Contact Les Smith, 26 St Oswalds Park, Dunham on Trent, Newark, Notts., NG22 0UB (01777 228688).

**816 Naval Air Squadron** (Swordfish) 1942-44 reunion lunch on 24th. Contact Jack Durban, 35 Salisbury Rd, Herne Bay, Kent CT6 6JH (01227 361462).

**HMS Figgard Art Apps**, Sept 47 entry. Reunion on 27th. Contact John Leigh, The Cobblers, Binfield Heath, Henley-on-Thames, Oxon., RG9 4ED (0118 9474659).

### AUGUST

**HMS Brissenden 1948 Association** fifth reunion on 2nd at 1230 at RN Engineers Benevolent & Memorial Club, Clarence Parade, Southsea. Contact C. L. Lawrence, 31 The Limes, Trees Estate, Bletchley, Milton Keynes, Bucks, MK2 2JN (01908 647665).

**HMS Wave Association** reunion on 15-17th in Edgbaston, Birmingham. Contact Tommy Dootson, 3 Bealey Ave, Radcliffe, Manchester, M26 2QW (0161 796 8857).

**HMS Phasent 1943-46** reunion 29th to Sept. 1 at Sinah Warren Holiday Camp, Hayling Is. Contact B. Dowling, 1 Dymchurch Close, Clay Hall, Ilford, Essex IG5 0LB (0181 924 9158).

### SEPTEMBER

**HMS Diomedea F16** first reunion on 6th in Leicester. Details: Jim Fairlie, Netherby House, Huncoote Rd, Croft, Leicester LE9 3GU (01455 286480).

**HMS Garlies K475 and HMS Chanticleer** reunion at UJC, Waterloo, London on 6th. Contact Puffin Read, 3 Cottessmore, Bracknell RG12 7YL (01344 550722).

**HMS Newcastle (52-58) Association** reunion at RSHC, Portsmouth on 6-7th. Contact Ray Young, 109 Westernmoor, Washington, Tyne & Wear, NE37 1LT (0191 4167959).

**HMS Indomitable** reunion at RNA Club, Leamington Spa on 12-14th. Details: 0161 962 8560.

**RM Squads 418, 473 & 490** who trained at Deal 50 years ago: Reunion at Royal Sailors Home Club, Portsmouth, 13th. (Also inviting 484, 956 & 958 Sqds). Details: see to W. Waters, 29 Stanley Gdns, Herne Bay, Kent CT6 5SQ.

**HMS Caprice (World Cruise 1968)** Association reunion at RNA Tamworth on 13th. Contact Phil Evans on 0161 681 9044.

**Watts Naval, Russel Cotes Nautical and Parkstone Sea Training Schools** reunion at 1230 on 13th at Barkingside. Contact: Chairman WPR, PO Box 20, Tanners Lane, Barkingside, Essex IG6 1QG.

**HMS Tartar 1939-45 Comms.** branch union at 1200 on 14th at Northwick Arms Hotel, Evesham. Contact F. Fisher on 0115 9811676.

**BRNC Dartmouth 1976:** Reunion for all who entered the college on 15th, 1976, will be held on 19th-21st at BRNC. Details: Cdr M. C. Evans, HMS Birmingham, BFPO 228.

**HMS Formidable Association** reunion for weekend beginning 19th at Donington Thistle Hotel, Castle Donington. Details: Mrs Betty Smith, 78 Fossway, Syston, Leicester, LE7 1NE (0116 2694019).

**King Squads 501 & 502 RM 1947-48** 50th anniversary reunion on 19th at Victory Club, London. Contact Mick Stacey (Kent) on 01474 332615, Ted Gunner (Somerset) on 01823 4800821, or Sandy Powell (Wakefield) on 01924 382475.

**HMS Nubian 1964-1966** Commission reunion on 19-20th at Treacarn Hotel, Babbacombe, Torquay. Contact Jim Rotherham, 35 Chesterfield Rd, Eckington, Sheffield, S31 9BB (01246 433923).

**RN Boom Defence Ratings** reunion in Scarborough on 19th-21st. Contact Alf Mumberson on 01302 811898 or Lance Hollingsworth on 01723 369798.

**HMS Morecambe Bay Association** reunion at Victory Club, HMS Nelson, Portsmouth on 20th. Contact G. H. Harrison, 18 Tamella Way, Botley, Hants., SO30 2NY (01489 787111).

**HMS Alert 1961-63** Commission reunion at Leamington Spa on 20th. Those not already in touch call 01202 482548.

**Aberdeen URNU** 31st anniversary reunion on 20th. Contact Aberdeen URNU, Gordon Barracks, Bridge of Don, Aberdeen, AB23 8DB (01224 822663).

**Telegraphist Air Gunners Association** 50th anniversary reunion at Yeovilton on 20th-21st. Contact R. S. Rolph, 6 West St, Stoke-sub-Hamdon, Somerset, TA14 6PU (01935 822294).

**HMS Wildgoose Association** reunion at Royal Fleet Club, Devonport on 25-28th. Contact K. J. Hayes, 10 Stratford Way, Tilehurst, Reading, RG31 5XT.

**International Association of Airborne Veterans** first annual reunion (including C-47 military) just 25-28th at Tampa, Florida. Details: PO Box 340, 2568 North Clark St, Chicago, IL 60614, USA (001 312 327 3120).

**HMS Renown** reunion at Astor Hotel, Plymouth on 26-28th. Contact John Roche, 71 Glenholt Rd, Glenholt, Plymouth, PL6 7JD (01752 775926).

**HMS Woodbridge Haven** reunion at Royal Sailors Home Club, Portsmouth on 26-28th. Contact D. Bishop, Abbey Lodge, Quarr Rd, Binstead, Isle of Wight, PO33 4EL

## Over to You

**HMS Illustrious** sailors who were quartered at Swift Creek Park, Virginia, during ship's refit in USA in 1941 are sought by Ray Daniels (Chaplain and founder of 397th Bomb Group Association), 426 Grove Ave, Petersburg, VA 23803, USA. He is researching the history of the park.

**Naval Review Clyde 1947.** Anyone with photos please contact Jeff Dadson (ex-Stoker, HMS Taciturn), 17 Green Cresc., Rowner, Gosport, Hants., PO13 0DL (01329 313146).

**Eric Dodds** from Aston under Lyme, Lancs., AB in HMS Malaya when ship visited Halifax, Nova Scotia, is being sought by Arras Weeks, 113 Mary St, Apt 309, Picton, Ontario, Canada.

**RN fencing:** Henry de Silva (ex-Navy), 6 Little Meadow, Andreas, Isle of Man, IM7 4HY, is seeking articles, stories, jokes, pictures and results to write a history of the sport in the Service.

**HM ships Gipsy, Flirt, Beaver:** Any descendants of men who served in the ships 1912-19 are sought by J. W. Ainsworth, 6 Mayfield Rd, North End, Portsmouth, Hants., PO2 0RW (01705 670002) who is trying to fill gaps in his late father's RN record (reimbursement assured).

**Gibraltar sheer legs:** Mrs W. J. Wheeler, 9 Jodrell Close, Hordean, Hants., PO8 9NH, wants to know what the sheer legs were and their use. She seeks a photograph. She believes her father, while serving in HMS Grenville, was the last man to climb them before they were demolished.

**LI Gordon Hustler** RNR killed in action on July 13, 1945 while serving in HMS Test: His nephew, Gordon Adams, 27a Coleman Cresc., Melville, Perth 6156, Western Australia, seeks information about his late uncle who also served in HMS Edinburgh in 1942.

**Relatives sought** of Capt R. A. Trevor (CO HM submarines H28 and K22); Cdr John Byron RNR, lost in HMS Valleryfield; Lt Francis R. Broad OBE, RNR, CO of Empire Gem in WWII; and of anyone that served in H28. Contact D. A. Feary, 44b North St, Stanground, Peterborough, PE2 8HS (01733 348116) or the RN Submarine Museum, Gosport, Hants.

**Archbishop Holgate's (Grammar) School,** York: Former pupils are invited to the annual dinner of the Archbishop Holgate's Association in November. Contact Miss Taylor, 14 Broughton Way, Osbalwick, York, YO1 3BG (01904 416512).

**Philip Askew,** PO Torpedoman in WWII, whose parents came from Birmingham, is being sought by his second cousin, R. B. Brighton (0121 354 3977).

**RFA Lyness:** B. Parker, 370 Greenwood Ave, North Hill Estate, Hull, HU6 8AP (01482 801785) is seeking former crew members from late 1970s when the tanker used to berth at Marchwood, Southampton.

**HM ships Ausonia, Artificer Alania:** P. Ryder, whose father served in Ausonia 1944-46, plans to build a model of her and seeks photos of the ships. Please contact him at 16 Ponds Hill, Littleport, Ely, Cambs., CB6 1PZ.

**HMS Aire:** P. Cockett, 1 Avon Ct, Auckley, Doncaster, DN9 3JQ (01302 771460) is writing a history of the village of Auckley over the past century and seeks info on HMS Aire, which the parish adopted during Warship Week in 1942.

**Stephen Davison Buckett:** His grandson, Alan Beckett, 25 Centurion Close, Colleshill, Warks., B46 1UB (01675 465841), is seeking information about his grandfather who was an AB - possibly an instructor - RN College, Osborne, Isle of Wight in 1920-21.

**Cyril Spencer,** who served in the Fleet Air Arm in HMS Ark Royal during WWII and came from S. London, is being sought by his long-lost friend, L. Baxter, 184 Moseley Wood Gdns, Cookridge, Leeds, LS16 7JE (0113 293 9749).

**HMS Sefton:** Former member of her ship's company who served at D-Day is seeking info on the assault ship's history up to and after she was returned to the USA. He is W. F. Brain, 159 Peterborough Rd, Leyton, London, E10 6HH.

**HMS Musketeer:** In 1943 J. J. Matthews, 38a Dwyer Rd, Oaklands Pk, S. Australia 5047 (e-mail - Matthews@senet.com.au), was a buoy jumper in Musketeer in Scapa Flow. HMS Tyne timed him at 46.5 secs. for putting two shackles on the buoy ring, and a signal went from Tyne to Musketeer which he read. He is seeking verification.

**HMS Opportune badge:** Ex-PO K. Bennett, 28 Sedgley Rd, Bournemouth, Dorset, BH9 2JW, has an Opportune badge and is willing to give it, for the cost of postage, to anyone who served in the destroyer or submarine of that name.

**Signal reprint:** Dennis Weeks, 42 Cotswold St, Carina, Brisbane, Queensland 4152, Australia, wants to know the origin of the practice whereby flagships displayed from their flag-deck, the pennant numbers of any ship under command thought to have been tardy in answering a signal or had manoeuvred wrongly.

**HMS Glorious:** Elizabeth Coles, 5 St George's Pk, Tunbridge Wells, Kent, TN2 5NT (01892 528035), whose uncle was an officer in the ship, wants to hear from any survivors of the sinking in 1940, or anyone who can tell her about the event.

**Mersea Museum's** military curator is trying to build up a record of men from Mersea Is. who died in WWII. The curator - Roger Bullen, Pear Tree Cottage, 15 Colchester Rd, West Mersea, Colchester, Essex, CO5 8RS - is seeking info and photos concerning HM ships India, Hannibal, Medusa, Pyramus, Agadir, HM trawlers Astor and Strymon; and RFA Industry.

**Association dinner/dance** at Portsmouth Guildhall on 4th. Bookings: Len Radice on 01705 752211, Larry Gorsuch on 01705 737107, or Jim Loveridge, 33 Belvedere Rd, Dibden Puriu, Hants., SO45 4NP.

**LCA 524** Pilot in Empire Arquebus (D-Day) - previously LCA 60th & LCA 10th: Reunion on 9th in HQS Wellington, Victoria Embankment. Reply to Reg Hodgson, Lowridge, Knowl Hill Common, Reading, RG10 9YD (01628 822512).

### UNDATED

**521 Squad RM** 50th anniversary reunion - contact Jim Green on 01964 533822.

### 1998

**Ceylon revisited:** Seventh annual reunion for WWII Forces personnel and spouses March 3-19. Contact R. G. Harrison, Gramercy, Woodland Ave, Hartley, Longfield, DA3 7BZ (01474 704619).

**HMS Bermuda 1959** commission: Reunion planned for late April in Torquay. Staff of FOF(H) welcome. Contact Peter Rivett on 01803 614596.

## AIRCRAFT OF THE ROYAL NAVY No 8

● Grumman Wildcat Mk.V in D-Day recognition stripes.



## Grumman Martlet/Wildcat

ONE OF THE most successful and numerous of World War II naval fighters, the Grumman Wildcat, was standard equipment on board the 114 British escort carriers that had entered service by VE Day.

Although American designed and ordered in numbers by the USN, the first air arm to take delivery of the aircraft was the FAA - five months ahead of the Americans, in July 1940.

Identified in US service as the F4F-3, it was not until 1941 that the Americans adopted the name Wildcat, by which time the aircraft had been dubbed Martlet by the British.

### First in action

Almost a year before the first US Wildcats were in action, shore-based Martlets of 804 Naval Air Squadron became the first American-built fighters in British service to shoot down an enemy plane - a Junkers 88 trying to bomb the Home Fleet at Scapa Flow.

An improved version, the Martlet II, entered service with the Royal Navy in 1941. It differed from the Martlet I in being powered by a Pratt & Whitney, instead of a Wright Cyclone engine - and having folding wings, enabling it to be embarked in carriers.

The escort carrier HMS Audacity was the first to be equipped with the fighters - which proved their worth on the ship's first voyage by forcing a U-boat to submerge and shooting down a Focke-Wulf Condor bomber which had

been shadowing the convoy.

The Martlet III was similar to the II, but had fixed wings, while the Martlet IV, delivered from 1942, had six instead of four machine guns in the wings. The Martlet V, which entered service in 1943, differed solely in being built by General Motors instead of the parent company, Grumman.

A total of over 500 Martlet IV and V fighters were built for Britain, some of the later aircraft being embarked in fleet carriers, including HMS Illustrious for the Salerno landings, and HMS Victorious in the Pacific.

They also participated in the Normandy landings, by which time the British had adopted the US name for the type. The last variant to enter service with the FAA was the Wildcat VI, with a more powerful Wright Cyclone engine. In all more than 1,100 Martlets or Wildcats had been built for the Royal Navy, the most numerous - 370 - being the Mk VI.

### Performance

The Wildcat IV's maximum speed was 330 mph at 19,500ft. It had a service ceiling of 28,000ft, an initial climb rate of 3,300ft a min., and a range of 1,150 miles.

Of all metal, stressed-skin construction, it weighed 6,100lb loaded.

The last Wildcats went out of service with the FAA shortly after the war, having equipped a total of about 50 Naval Air Squadrons.





## PICTURE PUZZLE

**WINNER** of the *Navy News* Picture Puzzle competition in our April issue is Mr. L. R. Chivers of Portsmouth.

He correctly spotted HMS Cook, which served as a survey ship in 1947-68. However, she was built as a Bay-class frigate, at first being named Loch Mochrum. That name was changed to Pegwell Bay in 1944.

Mr Chivers' reply was chosen at random, and he receives our cash prize of £25. A further

prize is offered for a correct solution to this month's puzzle. Name the ship and her purpose in Naval service. What was her original name, and in which country was she built?

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a single winner. Closing date for entries is July 15.

More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned. The winner will be announced in our August edition. The competition is not open to Navy News employees or their families.

### MYSTERY PICTURE 28

Name .....

Address .....

My answer .....



# Rekindling Olympic memories



● Shipmate Tom Naish and Cdr Alistair Kennaugh, Executive Officer of HMS Temeraire, with the Naval Olympic torch of 1948, and a picture of HMS Whitesand Bay.

**ALMOST 50 years** since a Royal Navy vessel was given the task of keeping the Olympic flame burning, 36 members of her ship's company visited Portsmouth to rekindle memories of the time the frigate HMS Whitesand Bay brought the torch safely across the Adriatic.

In all, 1,600 torches were used to carry the Olympic flame from Athens to London for the 1948 Games, at a time when travel overland in Europe was prevented by civil war in Greece.

One of them is at HMS Temeraire, the Navy's sports HQ in Portsmouth. It was presented to Temeraire ten years ago by the CPO who carried the flame on the Torquay-London leg of its 2,000-mile journey.

Although Temeraire's torch is not thought to be that which was

embarked in the frigate, it was close enough for the members of the Whitesand Bay Association who have been trying to find out what happened to their torch for years.

With them on the nostalgic visit to Temeraire was Shipmate Tom Naish, president of Bridgend branch. He and Lt Cdr Leonard Clark – the ship's Engineer Officer at the time – presented Temeraire with a framed print of the Whitesand Bay to go on display

with the torch.

In the summer of 1948 the ship embarked the Olympic flame at Corfu for a night passage to Bari in southern Italy.

"To make the flame more dignified my staff made an 'altar' out of an inverted yardarm group light reflector with burner, pipes fitted and all polished," recalls Lt Cdr Clark.

"The passage to Bari was heavy going in high winds, and I did worry that the flame might blow out – which would be an international tragedy."

His solution was to extinguish the burners for No.1 boiler and relight them using the Olympic flame.

Fortunately, however, his precautions were unnecessary. The cosseted torch stayed alight.

## Branch News

### Cardiff

The untimely death of Shipmate Lofty Cobbold, branch chairman and president of No.7 Area, denied the branch the opportunity of presenting him with the Shipmate of the Year award. Instead, he was honoured posthumously and the award – the Tom and Joan Davies Shield – was presented to Lofty's widow, Doreen, by the new branch chairman, Shipmate Gordon Phillips.

### Sherborne

Members welcomed their new president, Rear Admiral Sir John Garnier, when he was introduced by the chairman, Shipmate Bob Dinsdale. Admiral Garnier succeeds Cdr Alan Pollard, who was presented with an inscribed decanter and made life vice president.

### Chatham

A World War II Naval hero, the Rev. Wilfred Parker, was recalled when Shipmate Bill Price of the Royal Navalmen's Association of New Zealand visited the branch.

He brought with him a photograph of a memorial to the Rev. Parker in his home town of Paero, New Zealand.

The chaplain went down in HMS Prince of Wales in 1941. He refused to abandon ship, saying: "My place is with the wounded."

### Woking

To mark St George's Day, the branch held a buffet dance attended by 90 shipmates, wives and friends. Sea shanties were sung by a 'scrabag' choir conducted by Shipmate Ian Fraser.

The next day the Mayor and 180 shipmates attended a commemorative service in St Peter's Church, Old Woking. The parade which followed was led by the flag of St George escorted by 40 standards representing RNA branches and other ex-Service associations.

### West Bromwich

Lt Jim Lunn RN, who visited the branch with his wife, has written to members praising their friendliness and comradeship. He recommends the club to all those about to leave the Service and live in the West Midlands.

### Hanworth

The ladies section, formed a year ago, is raising funds for the Shooting Star Trust which aims to provide a children's hospice in West London. The ladies' Victorian Music Hall evening starred the Gaslight Gaieties and featured a hot supper for the 155 members and guests who formed the audience.

The event raised £1,034 which was added to the £60 raised earlier this year.

### Redruth & Camborne

Wartime destroyer HMS Shikari's badge plaque, presented to the local authority during Warship

Week in 1942, has been passed to the branch by the council chairman, and now has pride of place on the wall of the HQ.

Meanwhile, Shipmate E. C. Johnson, who compiles the magazine *Up Spirits*, invites anyone with a joke, recipe or story to send them to him.

Members meet at 2000 on the third Wednesday of the month at Royal British Legion headquarters.

### Wansbeck

The branch's late president, Capt Nick Barker – CO of HMS Endurance during the Falklands War – was keenly missed when the branch marked its 15th anniversary.

His place at the cake cutting ceremony was taken by life member Shipmate Joan Venables, assisted by Shipmates John Malcolm and George Kirsopp.

A thanksgiving service for Capt Barker will be held at 1500 on June 11 at Southwark Cathedral, London. Details from the Royal National Mission to Deep Sea Fishermen (0171 4875101).

### Wigan

Trophy at Area No.10 uckers competition was won for the branch by Shipmates PO Keith Wagstaffe and John Howard. The closely fought battle also involved Atherton, Lowton and Runcorn branches, the latter hosting the event.

Supper was provided by Runcorn branch secretary, Shipmate John Pickering, and his wife.

### City of Ely

Members of Cambridge, Soham, Wisbeck and the Royal Artillery Association attended the branch's St George's Day dance. Supper was provided by the ladies section.

## BADGES OF OFFICE



**SPEAKER** of the House of Commons, Betty Boothroyd, reaffirmed her friendship with West Bromwich branch by presenting them with two plaques of ship's badges to add to their large collection.

They were accepted by branch chairman, Shipmate Ken Holloway.

Appropriately the badges were of HMS Speaker – a wartime escort carrier – and HMS Westminster, currently a Type 23 frigate.

Miss Boothroyd, MP for West Bromwich West, was making her second visit to the RNA club, which celebrates its 25th anniversary this month. Previously she was their guest when she took the salute at No. 8 Area's Trafalgar parade.

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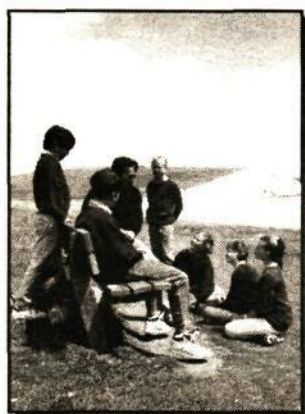
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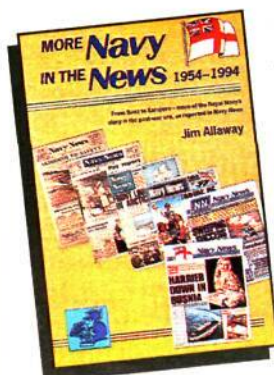
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# SINGAPORE, MALAYSIA, NEW ALLIES JOIN FORCES IN SOUTH CHINA SEA

BRITAIN'S Governorship of Hong Kong comes to an end on June 30 but her commitment to peace and security in the Far East remains as strong as ever.

The UK, Malaysia, Singapore, Australia and New Zealand are all signatories to the Five Powers Defence Agreement and share this common goal.

The latest major event of the Ocean Wave '97 deployment brought together warships from each of these countries for their most complex joint air and maritime exercise for over twenty years.

### Flagship

HMS Illustrious was the flagship for exercise 'Flying Fish' off the coast of Malaysia and HM ships Gloucester, Beaver and Richmond also played key roles.

The two-week exercise in the South China Sea involved 37 ships from the five nations ranging from the aircraft carrier to destroyers, frigates, mine warfare vessels, submarines and coastal patrol craft.

Command of the Maritime component of exercise Flying Fish was given to Royal Malaysian Navy Captain Balakrishnan Gopal who used HMS Illustrious as his flagship.

Handing over command of the British ships, COMUKTG Rear Admiral Alan West said: "This exercise is the culmination of months if not years of dedicated planning and effort from all the nations of the Five Powers Defence Agreement."



● During exercise Flying Fish, HMS Illustrious anchored off Pulau Tioman. The island, described as a 'tropical paradise' was the location used for the filming of the musical 'South Pacific'.

"Flying Fish is the tangible product of enduring co-operation, a commitment to peace and stability and a demonstration of the best of five maritime traditions..."

The exercise saw aircraft flying from land and sea, anti-submarine work, naval gunfire, minewarfare and diving operations and tested both the integrated air defence system (IADS) and maritime effectiveness of all the vessels involved.

After the exercise, four

Portsmouth-based RN ships were seen together in the dockyard at Sembawang, Singapore, in a scene reminiscent of the sixties.

HMS Fearless and the Royal Yacht were there for planned maintenance while the ship's companies of HMS Illustrious and HMS Richmond took a break midway through the Ocean Wave deployment.

### Run ashore

For many, it was their first visit to the Far East but for old Singapore hands there was inevitably some nostalgia for the markets and Bugis Street, now disappeared or changed beyond recognition.

The visit by HMS Illustrious and HMS Richmond coincided with an international maritime defence exhibition (IMDEX) and the ships hosted numerous trade visitors keen to inspect the British-made equipment on-board.

Their presence was a considerable boost to the 36 British companies at the exhibition and to the Ministry of Defence delegation led by Rear Admiral Sam Salt, Senior Military Advisor to the Head of Defence Export Sales.

□ HMS Illustrious saved the lives of three Taiwanese fishermen who were adrift in the South China Sea for 20 days.

Their boat had been battered by a typhoon but experts from the ship managed to restart the engines to enable the crew to make their own way to shore.

## Five-ship RAS is first for 20 years



● While in the South China Sea the first five-ship resupply at sea since 1978 was successfully carried out between HMS Illustrious, HMS Gloucester, RFA Fort George, RFA Fort Austin and RFA Olva.



# ZEALAND AND AUSTRALIA...



● Above: A familiar view to many an old sailor from the Far East Fleet days, HMS Richmond and HMS Illustrious alongside Sembawang jetty in Singapore. Picture: PO(PHOT) BJ Sharkey

● Above right: Shopping for souvenirs. Haggling for a good price is still the thing to do in Singapore as (l to r) LA Neil Upson, HMS Illustrious, LMA Alex Speight, HMS Fearless, discovered. Picture: PO(PHOT) BJ Sharkey



● Left: Royal Malaysian Navy Captain Balakrishnan (centre) commanded maritime forces during exercise Flying Fish from HMS Illustrious. He is pictured with Capt Stephen Meyer and (COMUKTG) Rear Admiral Alan West.



● Traditional travel: LMA Speight and LA Neil Upson of HMS Illustrious take a trishaw through the streets of Chinatown. Picture: PO(PHOT) BJ Sharkey

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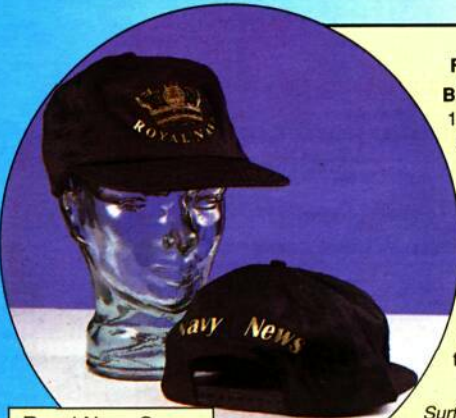
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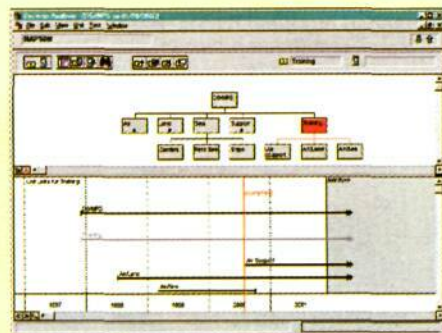
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**As British sovereignty in Hong Kong enters its final month, Mike Gray looks at the way the British garrison is maintaining its role while coping with major changes – all under the keen eyes of the world's media.**

**T**HE PARADOX of the Hong Kong garrison is that as military strength decreases, interest grows.

It seems that for every serviceman or woman who leaves, a journalist makes the hair-raising, roof-skimming final approach and descent into Kai Tak airport.

Every aspect of the garrison now comes in for detailed scrutiny: minor events are swamped by hacks seeking a new angle to jump on to the handover bandwagon.

There is still plenty of material as the unique tri-national, tri-service garrison folds neatly in on itself amidst the relentless noise, bustle and brashness of one of the world's most stressful cities.

There are 6.3 million inhabitants of Hong Kong – 98 per cent of them Chinese – living in a colony of 1,078 square kilometres, of which 1,000 sq km are rural and sparsely populated. Down in the heart of Mong Kok in Kowloon, the most densely populated district in the world, 45,000 souls squeeze into each sq km.

### Open sea

Of more interest to the Navy are the bays, straits and stretches of open sea that make up three-quarters of the colony – only five per cent of the border is the land frontier with China.

This presents the three ships of the Hong Kong Squadron with the first of the roles they will continue to fulfil until the last day – showing the White Ensign and “offering assistance” to Chinese naval ships passing through to their Mian Bay base.

A second role – heading off illegal immigrants (or IIs) – will also keep the 763-tonne ships busy until June 30 – from January to April this year 258 IIs were caught at sea.

Many more IIs – over 1,000 a month – are caught at the border or on the streets, where they usually give the game away by wandering about looking lost – an expression they share with the thousands of tourists who visit the colony each year.

The authorities' battle against smugglers in tai fei (“big speed”) boats, powered by up to five hefty outboard engines and capable of streaking into China with a two-ton Mercedes limousine at a speed of 70

knots, has largely been won.

The early 1990s was the smugglers' zenith; a car could be winched into a tai fei and be at sea within minutes of having been stolen.

And although only one element of the effort, which also involved the Hong Kong Police, Customs and Excise, the RAF and Army, the Navy was the only group which took the no-nonsense approach of bracketing a tai fei with two fast pursuit craft (FPCs), driven by Royal Marines, and ramming it to allow volunteers to jump aboard, slash fuel lines and subdue the crew – often at night, at speed, in open sea.

In 1993 23 million dollars worth of contraband was seized – by 1995 this had fallen by 90 per cent.

There was no tai fei activity spotted in 1996, some having moved elsewhere, others having been destroyed in a typhoon, although 1997 has seen a couple of incidents.

Other targets are CTVs or Chinese trading vessels, which occasionally ship stolen goods out to sea to be transferred to tai feis.

HMS Peacock recently helped stop and search a CTV found to contain 16 smuggled cars.

Police and customs could not get aboard, but a Navy boarding party succeeded in landing, to find hatches welded shut and the bridge sealed from the inside.

A Navy officer dropped an anchor over the side, and the vessel circled at ten knots until the crew surrendered.

The Navy's typhoon-proof ships are also vital to search and rescue missions far out in the South China Sea, as well as standing by in emergencies at Kai Tak, where the runway juts out into the harbour.

The main khaki element of the garrison until June 30 is the 1st Battalion, The Black Watch – the kilted “ladies from hell” who terrified the Germans in World War I. They man lookout posts on the Chinese border, and help counter illegal shipping by setting up observation posts on some of the 250 or so outlying islands.

There is plenty to watch at the border –



● **Speedboat** – Royal Marines drive a fast pursuit craft through the Hong Kong archipelago.

● **Tri-service garrison** – the three elements of the Armed Forces work closely in Hong Kong (left).

● **Press call** – Commander British Forces, Major General Bryan Dutton, looks on as Major General Zhou Borong, a Deputy Commander of Hong Kong's future PLA garrison, addresses the media at the Prince of Wales Barracks (right).



# The incredible shrinking garrison



● **City seascape** – Hong Kong patrol craft HMS Starling.



one of the four crossing points, Lok Ma Chau, is the second busiest in the world after the US-Mexico frontier, and can pass 16,000 vehicles a day.

One task the Black Watch does not fulfil is that of internal security – that has been done by local forces for a number of years.

And even in 1949, at the height of the garrison's strength, when the Communists were moving south on the mainland and Ernest Bevin promised to make Hong Kong the “Berlin of the Far East”, there was never a realistic chance of the colony repelling a determined invasion.

The 30,000-strong garrison did, however, make a point about British sovereignty, and China attended to other issues.

Today the garrison is around 1,250 in total, made up of British forces and civil servants, Gurkhas, Locally Enlisted Personnel (LEPs) and local civil servants.

The number of military bases has fallen from 39 at the start of the decade to three – Stonecutters, Kai Tak airport and the Prince of Wales Barracks in the city centre.

The RAF moved from Sek Kong at the end of 1996, and the six veteran Wessex helicopters of No. 28 Squadron now sit alongside the airliners at Kai Tak, third busiest international airport in the world.

No. 28 Sqn provides air support to the military, while the Navy is responsible for maintaining ships and boats, as well as operating launches and ferries for the garrison. There is a real sense of co-operation between the Services which binds the garrison closer as the final day approaches.

And as numbers drop week by week, everywhere the military turn a camera or notebook is thrust into his or her face.

The closure of HMS Tamar saw more than 150 journalists in attendance, and 227

were there to greet the 40-strong Chinese advance party at a photo call at the Prince of Wales Barracks at the end of April.

The 12-strong Joint Services Public Relations Staff, a mix of military and civilians, have been working flat out hosting media visits – in April 1996 there were 87 such visits, by this April that had rocketed to 697, including interest from Uruguay, Russia, Poland, France, Japan and Fiji. The final week promises the ultimate test – more than 8,300 journalists are expected to apply for ringside seats.

By that day the garrison will stand at below 700 – a force which will be whisked away after midnight in the Royal Yacht, HMS Chatham, RFA Sir Percivale, and a curfew-breaking Jumbo, leaving empty buildings, a scattering of street names, and memories of 156 years of benevolent colonialism.



# Your input to charity review is essential

**THE NAVY will soon be making up its mind on an issue which could have a major impact on the way that Service charities are funded.**

But the decision will be heavily dependent on the views of three thousand personnel in ships and establishments throughout the UK who will receive a special questionnaire this month.

They will be asked questions about a system of voluntary deductions from pay to help support the seventy or so charities that benefit the Senior Service.

The scheme could provide a simple and tax efficient way for sailors to donate to organisations which might support them in the future.

But it is crucial that the administrators of the scheme get the information they need to determine whether or not the voluntary system would be a success.

The most important questions to be answered are:

- How many personnel would join the scheme?
- How much they would be prepared to give?
- How often would personnel would be prepared to give?
- Which organisations would they be prepared to give to?

Male and female ratings will be familiar with the major Naval charities such as the RNBT and WRNS-BT.

They support serving and retired marines and ratings, paying out over £1.5 million a year in grants and over £400,000 in annuities to the elderly as well as providing welfare advice and residential care.

And the main organisation which provides for the children of serving or retired Marines and Naval Officers, the RN and RM Children's Trust, is also well known.

## Remember

The main officer charities, however, such as the RN Benevolent Society and Association of Royal Naval Officers, are less well known and there are dozens of other organisations which include RN and RM personnel among their



● Christie Collis warms up Royal Marines bandmen before the parade-ground premiere of 899 Squadron's new military march.

beneficiaries which should be remembered by personnel completing this month's questionnaire.

These include: Alexandra House, Bournemouth War Memorial Society, Bristol Sailor's Home, British Commonwealth Ex-Services League, the British Ex-Servicesmen's Wheelchair Sports Association, the British Limbless Ex-Servicesmen's Association, Broughton House, Salford, Douglas Haig Memorial Homes, Erskine Hospital, Ex-Services Fellowship Centres and Mental Welfare Society, Finchdale Training College for the Disabled, Greenwich Hospital, the Handicapped Children's Pilgrimage Trust, the Hospital of St John Hawkins, Knight, in Chatham, the Institute of Marine Engineers Guild of Benevolence, London and Littlehampton, KIDS Child Development Centre, King Edward VII Hospital for Officers, Lord Kitchener Memorial Holiday Centre, Lowestoft and Lord Kitchener Memorial Scholarship Fund, the Not Forgotten Association, the Officer's Association, Queen Alexandra Hospital & Home, Worthing, QE Foundation for Disabled People, Queen Victoria School, Dunblane, Royal Alfred

Seafarers' Society, Banstead and Eastborne, the Royal British Legion, the Royal Naval Association, Royal Star and Garter Home, Royal Patriotic Fund, Royal Sailor's Rests, Scottish Veterans Residences, St Dunstan's, St Loye's Training Centre for the Disabled, Thistle Foundation, Edinburgh, Sailors Families Society, Sir Gabriel Woods Mariners' Home, Sir Oswald Stoll Foundation, SSAFA Royal Homes for Officers' Widows and Daughters, Wimbledon, SSAFA Force Help, The Chasely Trust and William Simpson's Home, Sterling.

## Information

If you would like to know more about the work of any of these charities before completing your questionnaire, contact Lt Cdr AJ Cooper, DNSC & Naval Personal and Family Service, Office of Second Sea Lord, Room 42, The Old Naval Academy, HM Naval Base Portsmouth PO1 3LS.

## 899 Squadron takes to 'air'

**THE MANAGER of the National Symphony Orchestra has composed a military march in honour of 899 Naval Air Squadron.**

Christie Collis had always wanted to write a military march but was inspired by her daughter Sally's reports of the squadron after visiting as a potential officer candidate.

The four-minute theme, which opens with the suggestion of a vertical take-off, was premiered at St Martin-in-the-Fields and received its first parade ground outing at Yeovilton's bi-annual divisions.

Ms Collis was there on the day and was suitably impressed at the effect produced by the Band of the Royal Marines, Portsmouth. The theme can be heard at venues around Britain this summer as it will be played at a series of English Heritage open air concerts.



● HMS Sultan's Commodore Malcolm Shirley explains the detail of the stability and damage control model to Rear Admiral Arancibia, Naval Attaché for Chile. Picture: LA (PHOT) Artie Shaw

## Model ship is bound for South America

**MANY former Royal Navy ships have seen out their operational days in service with the Chilean navy.**

But the latest 'vessel' to migrate to the South American country is considerably smaller than those of recent years.

The ship in question is an 11-foot scale model of the County Class DLG which provided HMS Sultan with an excellent aid for stability and damage control training.

Four former County Class DLGs are in service with the Chilean navy and Sultan was delighted pass on the model which will now be based at

their own school of engineering.

HMS Sultan's Commodore Malcolm Shirley welcomed Chilean Naval Attaché Admiral Arancibia to the establishment where it was officially accepted.

## Cochrane exhibition

British seaman have made a huge impact on Chilean history, and none more so than Lord Cochrane.

The Chilean embassy held an exhibition in his honour last month and the opening was attended by the Duke of Edinburgh.

**WHOOOPS!**

## Encyclopedia Britannica Competition.

**Did your questions appear smudged last month? – If so, TRY AGAIN!!**

Unscramble the letters of the anagrams listed below to reveal three schools which appeared in our May Education Feature. To help you we've listed all the schools again.

## ANAGRAMS

1. TS NDSUTNAS BYEAB
2. AUYSRBND O AKO
3. YLMEEB RKPA

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BOVERIDGE HOUSE  
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NEWLANDS  
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THE WESTGATE  
KING'S  
THE ROYAL HOSPITAL

Write your answers clearly on a sheet of paper together with your name and age as well as the name, address and telephone number of the school you are attending.

Answers **MUST** be submitted in an envelope to arrive at Navy News

**not later than 31 July 1997.**

(Do not include anything else in your envelope). Send your entries to:  
**Competition Britannica, Navy News, HMS Nelson, Portsmouth, Hants, PO1 3HH.**

Entries with all 3 correct answers will be entered into a prize draw to be conducted at Navy News offices mid August. The winner will be announced in the September 1997 issue. (Entries cannot be returned).

- ◆ Judges decision will be final. No correspondence will be entered into ◆
- ◆ Employees or relatives of Navy News staff are ineligible for this quiz ◆







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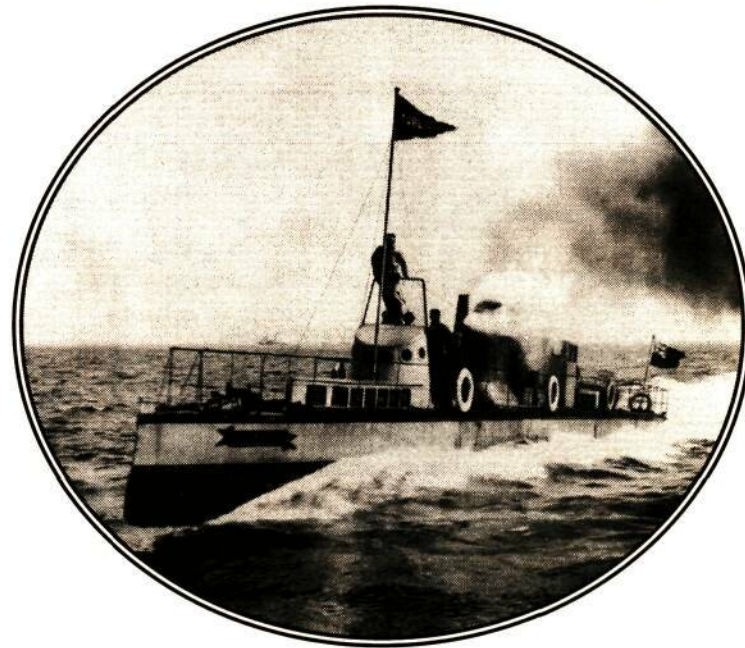
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## TWO MAJOR MILESTONES IN MARINE PROPULSION

# Cooking with gas, 50 years after *Turbinia*



● *Turbinia*, the first steam turbine vessel, at speed at Queen Victoria's Diamond Jubilee Review, Spithead, 26 June 1897.

**T**HIS MONTH sees the 100th anniversary of the sensational debut of the first steam turbine vessel at Queen Victoria's Diamond Jubilee Spithead Review.

Fifty years later the world's first gas turbine-powered warship appeared in the Solent.

The first of these major milestones in marine propulsion is marked by an international conference at Newcastle-upon-Tyne – birthplace of the *Turbinia* – organised by the Institute of Marine Engineers.

Back in 1897, by steaming at an

unprecedented 34 knots, Charles Parsons' remarkable vessel persuasively demonstrated to a conveniently assembled international audience the superior capabilities of the marine steam turbine. Delegates at the conference will have the opportunity of looking over the newly restored *Turbinia*, now on permanent display at the Newcastle Discovery Museum.

The second event is remembered by the former Engineer Officer of MGB 2009, Cdr Peter Nops, who spent two years working on her sea trials – and also putting her through her paces for the benefit of interested foreign observers.

As the steam turbine replaced the reciprocating steam engine in the world's major warships, so the gas turbine would in turn become the main engine for all the lead units of the modern RN surface fleet.

It had its origins in World War II, when in 1942 the Admiralty opened discussions with Metropolitan Vickers about designing a marine propulsion engine based on a jet engine.

"A year later the company was given a contract to produce three such engines – and by 1947 one of them, the GATRIC G1, was at sea under trial in MGB 2009," Cdr Nops recalls.

"This was one of a class of round bilge 117 ft diesel engine gun-

boats, originally ordered by the Turkish Navy, requisitioned by the Admiralty and then during the war converted by Camper and Nicholson's of Gosport (who had originally built them) for heavy cargo carrying of ball bearings from Sweden.

"2009 was not converted though, and had her three shafts powered by 1300 hp Packard W14 petrol engines. In 1946 a contract was placed with Campers to fit GATRIC in place of her centre Packard engine. That summer I was sent to HMS Hornet as her Engineer Officer. A little later CERA Heather joined and we both stayed in Manchester to attend the trials of this strange new engine.

**I**t was an exciting time. Not only were the whine of the compressor and roar of the exhaust unfamiliar and loud, but we both were somewhat alarmed to note the dull red glow of the very hot casing near the combustion chamber.

"We were concerned because of the experiences we had had with fires caused by petrol vapour being ignited in Coastal Forces craft. To reduce the

fire risk a metal casing was fitted around GATRIC. The annular space was fan ventilated and the exhaust air from this space led into the funnel. This casing had the useful additional effect of reducing noise and temperature in the engine room. I took pains to impress on the Engine Room staff that the usual Coastal Forces regulations to prevent fires must be rigidly enforced because we had four petrol engines (two Packards and two auxiliaries) in the same confined space as GATRIC.

"These regulations included lengthy ventilation of bilges before engine starting or after fuelling – and there was the inevitable temptation to curtail these times to speed up getting underway.

"The lack of fire disaster in 2009 was largely attributable to the crews' conscientious fire prevention routines. During a trial in the Solent, in a routine look through the inspection 'window' we were alarmed to see flames inside the casing. By shutting off the casing air supply, stopping GATRIC, putting on the canvas funnel cover and hosing it down to stop it igniting, we

were relieved to see the fire extinguished. It had been fuelled by a lubricating oil leak, but just how it was ignited was never discovered."

After many hours of trials GATRIC proved reliable enough for the Admiralty to organise a cruise around the Baltic, with local senior naval personnel, shipbuilders, politicians and press invited to watch it in action.

"After a successful Dutch visit, 2009's CO Lt Ted Reeks had planned to pass through the Kiel Canal for our visit to Copenhagen. Before we got there we damaged a propeller, probably on a semi-submerged log, which caused noticeable vibration.

"A spare was rushed to Kiel where we were met by Lt John Harvey-Jones, later the Chairman of ICI. The German fitters changed it in record time and for good measure brought the blade surfaces of all three propellers to a high polish.

"From Copenhagen we proceeded to Gothenburg. All our visitors were surprised at the reliability of this novel engine. But what particularly impressed them was the ability of the gas turbine to be started after leaving the jetty and be immediately available for full power – and then able to develop full power in ten seconds.

**T**o get early experience of operating a gas turbine at sea, Engineer-in-Chief's Department had selected as gas generator a jet engine that had already been developed. This avoided design/modification and trial costs of this part of the engine.

"It was accepted that specific fuel consumption would be high and because of low compression ratio overall efficiency, including the gas turbine, would be low. However, MBG 2009 got to sea quickly and with the gas turbine envisaged for use at high power for short periods fuel consumption was of secondary importance.

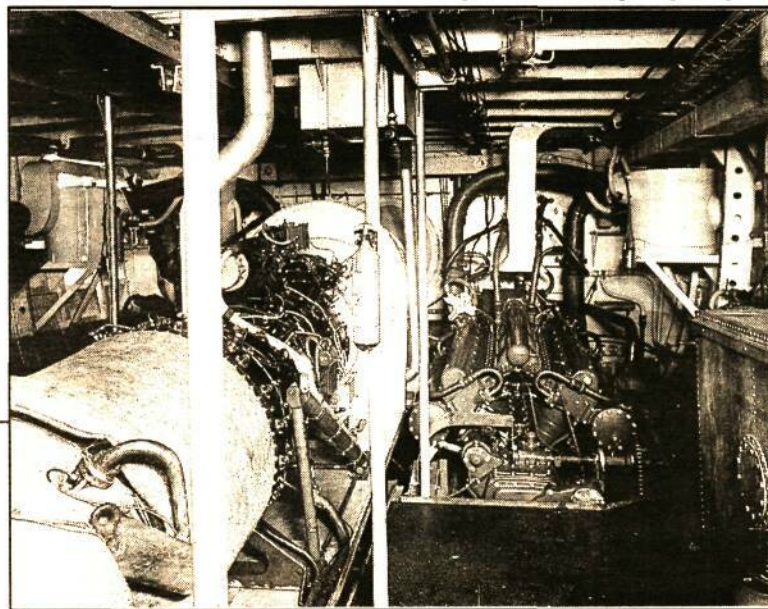
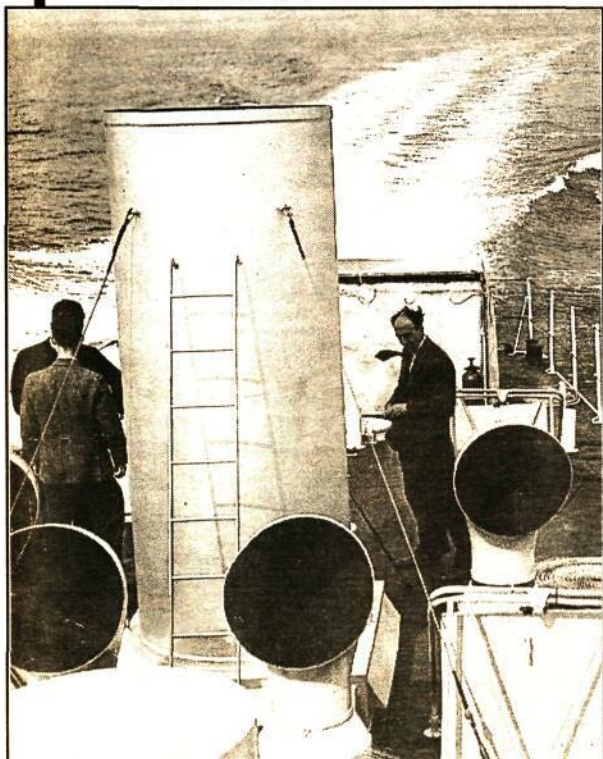
"From the trials experience of GATRIC G1, G2 of 4,500hp was designed and used in the two Bold Class boats and finally G6 (7,500hp) as boost plant in the Tribal and County Classes.

"The principle of using well-proved aero engines as the gas generators for marine gas turbines continued with the very successful Bristol and Rolls Royce engines which have replaced steam turbines as the surface fleet's propulsion machinery (stand fast Britannia, Fearless and Intrepid!).

"An opportunity here to pay tribute to those hundreds of ERAs and stokers who watchkept in appallingly hot and humid conditions in steam ships and completed incredible repair jobs in inaccessible places while in harbour, in peacetime and all through World Wars I and II and Korea.

"Grateful acknowledgement also to the policy makers who gave us modern machinery, watchkeeping in reasonably quiet and habitable control rooms and much repair by replacement. . . "

□ MGB 2009 was eventually sunk as a target during gunnery practice by Coastal Forces craft. The engine GATRIC G1 survived, however, and is on show at the Science Museum. For details of the Newcastle conference, tel Laura Crane 0171 488 2084.



● Left: first sea trials for the marine gas turbine in MGB 2009 in 1947.

● Opposite, inset: Camper and Nicholson Chief of Engineering Design Eric Wilkins on board MGB 2009 in the Solent.

● Above: the GATRIC G1 gas turbine engine (left) and one of the boat's 1300hp Packard petrol engines (right). The former is now in the Science Museum.





With the handover of Hong Kong this month, the two Archer-class patrol vessels of the Gibraltar Squadron will become the only overseas-based RN ships. Mike Gray takes a look at what the squadron does around the Rock, for centuries a key location in naval strategy.



● Cutting a swathe – HMS Trumpeter patrols the approaches to Gibraltar harbour, where oil tankers anchor to await their next assignment (above).  
● Open bridge – HMS Ranger takes to sea under the command of Lt Tim Henry, with AB Gary Hackett at the helm and PO(S) 'Soapy' Watson standing by (right).

Pictures: Cpl Kevin Jones, Royal Air Force.

# Rock RN role

**G**IBRALTAR'S coasts, cliffs and tunnels echo to the sound of Naval history and Naval heroes.

It was to the rocky cove of Rosia Bay that the battered HMS Victory, bearing the body of Nelson, was towed after Trafalgar.

Those who died of their wounds were buried in the well-tended Trafalgar cemetery just outside the city walls – the site of a ceremony on Trafalgar Day each year.

Gibraltar looms large in the Royal Marines' history, as an Anglo-Dutch force of 1,800 marines captured the Rock in 1704 then, with 400 more British marines, withstood a six-month siege by the French and Spanish.

With the demise of HMS Rooke, the White Ensign is now flown by HMS Ranger and Trumpeter of the Gibraltar Squadron, which was commissioned in August 1985 after the

RAF Maritime Craft Unit disbanded.

At first the squadron used former RAF vessels, renamed HMS Cormorant and Hart, but in May 1991 they were replaced by the two Archer-class patrol craft, each with a ship's company of eight men, supported by a three-man shore team, and backed by two Arctic 22 Rigid Inflatable Boats (RIBs).

## Sovereignty

Demonstrating sovereignty in Gibraltar's territorial waters is the Squadron's primary role, but the ships are also take part in search and rescue operations.

This places tight restrictions on the naval force – there must be at least one craft at an hour's notice at all times, and the notice is down to 15 minutes when fast jets are in the area.

Normal patrols see ships or RIBs at sea for at least four hours each day.

The third major role is in preventing smuggling – mainly tobacco and drugs – and illegal immigration. In 1995, up to 40 boats could be seen making the 21km trip across the Straits to and from North Africa.

But a combined initiative, with the Navy acting as forward support to the Royal Gibraltar Police, has forced many smugglers out of Gibraltar waters, and tighter legislation on boats will ensure the pressure stays on.

An Inter-Agency Operations Control Centre has opened at the squadron's headquarters, aiding co-operation between Gibraltar customs, police, and the Royal Navy.

There is also a training role – warships exercise in the area, and the squadron provides support, targets or enemy forces as necessary.

The squadron exercises each year off Portugal, and also keeps an annual appointment in Tangier for the Remembrance Sunday ceremony.



## Penfriends & Miscellaneous

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A ten word advertisement in this column costs from as little as £9.

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**HOW TO REPLY:** Any person who writes to an advertiser must use a stamped envelope bearing the advertiser's box number clearly in the bottom left hand corner. The letter should then be enclosed in a second envelope and addressed as above. We cannot guarantee that unstamped letters will be redirected.

Name: .....

Address: .....

READY FOR some mail? Attractive female 33 seeks you for correspondence. **BOX June 1**  
SUSAN, 32, 5ft 4 slim dark hair seeks male pen-friends 30-35. **BOX June 2**  
HAZEL EYES, brunette, Joyce seeks Officer for penfriend, possible romance. **BOX June 3**  
20 YR OLD, brown eyed brunette seeks male penfriend 20-25 GSOH **BOX June 4**  
MARIA, 34, attractive, would like penfriend, similar age +. **BOX June 5**  
ALEXANDRA, 30, enjoys travelling seeks genuine penfriends. **BOX June 6**

FEMALE, 36, unconventional, intelligent, GSOH, genuine, optimistic, honest, numerous interests. **BOX June 7**  
43 YR OLD, divorcee seeks single male penfriend, with GSOH. **BOX June 8**  
SARAH - ATTRACTIVE, caring, 33 seeks officer & gentleman for correspondence/friendship. **BOX June 9**  
FEMALE SAILING NUT, 44, 5'8" seeks tall Officer for friendship/relationship. **BOX June 10**  
FEMALE, 38, working in Devon, seeks penfriends into music, reading, countryside. **BOX June 11**

BLONDE 5' 5" wants friendship so write to me. **BOX June 12**  
WIDOW, 57, so lonely, seeks genuine male for friendship/correspondence. **BOX June 13**  
ATTRACTIVE BLONDE, widow 42, seeks officer and a gentleman. **BOX June 14**  
CUDDLY LADY, 44, seeks penfriend for long term friendship. **BOX June 15**  
GSOH, SINGLE MUM, 5'7", caring, blue eyes, brown hair, early 30's, sporty. **BOX June 16**  
36, REDHEAD, greenish eyes 5' 2" GSOH seeks male penpals (34-45). **BOX June 17**  
WANTED, nice penpals! I'm 27. Hobbies: music, reading, cinema, fun! **BOX June 18**  
JOSEPHINE, 39 YRS. 5' 7", Glasgow, would like penfriend in the forces. **BOX June 19**  
BLONDE, YOUNG 40, divorcee, would like handsome naval penfriends 35-42. **BOX June 20**  
EMMA, 18, very shy. Seeking chubby single guy for penpal. **BOX June 21**  
PRETTY WOMAN, 33. Seeks Officer & Gentleman for genuine friendship/relationship. **BOX June 22**  
JANE, 30, single, blonde hair, brown eyes, West Yorkshire area. **BOX June 23**  
SINGLE WORKING MUM, 34 seeks Naval man for penpal or relationship. Photo if poss. **BOX June 24**  
BRUNETTE, PETITE, 34 seeks genuine male for friendship. Hants based. **BOX June 25**  
RETIRED OFFICER, seeks friendship/companionship of sincere lady (60-68) - genuine. **BOX June 26**  
HUMOUR ESSENTIAL, solvent, single parent (35) would like to correspond with gentleman. **BOX June 27**

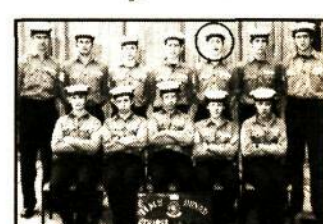
SINGLE, 24, seeks interesting person to exchange regular letters with. **BOX June 28**  
SINGLE, PROFESSIONAL lady - interests, travel, gardening, philately, seeks friendly correspondence. **BOX June 29**  
SINGLE LADY, 42 WLTC with gentlemen who are loving & caring. **BOX June 30**  
PETITE, PRETTY lady 46 seeks genuine sailor for penpal. **BOX June 31**  
PETITE FEMALE, 25, 2 kids GSOH seeks male penfriend 28+. **BOX June 32**  
NUTTY NURSE, 32yrs, seeks correspondence/friendship with GSOH sailor/marine. **BOX June 33**  
DIVORCED WORKING mum, 42, seeks male penpal for friendship/relationship. **BOX June 34**  
JULIE, 35, varied interests, animal lover GSOH seeks penpals. **BOX June 35**  
ATTRACTIVE FEMALE, 25 seeks male penfriend with GSOH 24+. **BOX June 36**  
ATTRACTIVE FEMALE, 42, divorced, tall, buxom and happy. **BOX June 37**  
MALE STUDENT, 18, would like to correspond with WRENS. **BOX June 38**  
24, SINGLE FEMALE looking for friendship romance. Interested? Please reply. **BOX June 39**

KEN, EX SAILOR (North London) 58, 6', quiet, considerate, romantic. Enjoys the simple things. WLTM slim, homely, warm female, seeking TLC. 30-55. GSOH. **BOX 9634**

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D.o.B 25/5/57  
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**GARY BRAMMALL**

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## Triumph for athletes in Palace outing

A SHORTAGE of competitors ensured that the Navy athletics season got off to a shaky start at the Annual RNAA meeting at Woodford Green.

But by the time the Athletics Club came to compete in the second League fixture of the season at Crystal Palace, the results were very different.

On a wintry morning at Woodford Green the Service could only muster nine athletes and did exceptionally well with so few to finish 4th overall.

LPT Neal Edwards' season got off to a flyer when he won the 400m hurdles in just 58.1 seconds but this was the Navy's only individual win of the day.

Sgt Stu Gibbs produced an excellent 3.4m in the pole vault (4th) and fought off almost all comers for a silver in the shot put.

THE RNAC's first Southern League fixture of the year was at Carr Brae stadium in Cornwall, and despite the travelling involved, the Club saw one of its best turn-outs for some time.

Again, Neil Edwards ran well and his 2nd place in the 400m hurdles was followed by another silver in the 400m 'B' string.

Several new faces made an impression, but the more experienced runners made the difference with Rupert Williams with a double first in the 100m A and B strings and silver for Steve Gough in the 5000m. Man of the match was Lee Blackburn with an excellent first in the long jump and third in the 200m.

At the second League fixture at Crystal Palace, the Navy were able to field a full team for the

### Athletics

first time and they won the meeting outright.

The strong track squad boasted few recognised field athletes but there were so many excellent individual performances that valuable points were scored in most events.

Neal Edwards, Russ Williams, Dean Fernie, Lee Blackburn, Luke Clifton, Rupert Williams, Dave Bonsall, Richie Hope, Kerry Archibald, Kevin Steele, Martin Kilby, Pete Warmesley, Steve Gough, Simon Hearnden, Graham Riley, Paul Winton, Andy Dawkins, Jimmy Green, Mike Woolmore and Neil Harris all deserve a mention, as do officials Paul Kirkpatrick and Keith Crawley.

Man of the Match was given to Richie Hope who won the 400m and came second and fourth in the javelin 'B' and pole vault 'A' respectively.

The Athletics Club can now look forward to the next fixtures with confidence but more field athletes are still required. If you are interested in competing, contact Lt Dave Philpot on 01705 701135.

# NAVY CREAMED BY VISITORS FROM DEVON

## DEVON 4 NAVY 1

THE CAMPAIGN to retain the South West Counties Soccer Cup which began so promisingly with a win over the Army last December came to an end with a 4-1 defeat by Devon at Portsmouth.

The early exchanges in the match were even between the two sides who had scored regularly in their group matches, writes Lt Cdr Jim Danks.

LPT Paul Willets played a part in supplying both CPO Will Flint and Mne Sean Foster with opportunities to take the lead but they were denied by Devon's keeper Edwards.

### Fine save

Both sets of forwards were finding it hard to break through strong defences but the best Devon chance fell to full back Cann who shot through a crowded area and brought a fine save from CPO Stuart Adams in the Navy goal.

Half time was reached with the score still at nil-nil which was a fair reflection of the play.

The Devon forwards started in a determined mood and caught the

previously strong Navy defence napping with two goals from centre forward Everett in the first five minutes.

On the hour, following a good cross from Farrell, Everett made his hat trick to virtually guarantee victory for the visitors.

But the spirit which had been present throughout the season shone again when the Navy reduced the lead a minute later.

PO Nigel Thwaites converted a penalty after skipper POPT Steve Riley was pushed in the area.

Despite the introduction of CPO Bob Evans and OM Norman Thompson, the Navy could not reduce the deficit and in the last minute, with the Navy team pressing hard in the Devon half, Ken Nancikwell collected a long clearance, rounded Adams, and scored to make the final tally 4-1 to the visitors.

After the match, Competition President Ron Reeve presented the Cup to Devon's delighted skipper Jones.

This defeat, following the loss of the Interservices Cup, ended a season which had begun with great promise and the RNFA would like to thank all the ships and establishments who provided players for the squad.

### Jubilee Cup

HMS Sultan represented the RN in this season's Jubilee Cup and the opening match against RAF Bruggen was played at Uxbridge.

In a keenly contested affair the Air Force had the better of the opening half and deservedly gained a single goal lead in the 41st minute.

With Sultan's POMEM Steve Elder and POMEM Arnie Arnell both going for the same ball, the Bruggen's SAC Taylor was left clear to ball the ball back across the six-yard box and for Caven to shoot past CPO Ian Faulkner at close range.

Sultan came more into the game after the break and both CPO Arnie Ormston and PO Thwaites went close.

After each side had seen a player receive a red card, the RAF made the game safe with two goals in the last four minutes, errors which Sultan were to regret. Result: Sultan 0 RAF Bruggen 3.

In the second match of the competition, Sultan hosted the Army Cup winners 3 RSME and on a blustery afternoon should have taken the lead but Thwaites shot over the bar in the second minute.

The Sappers took the lead with a goal from L/Cpl Shannon in the 15th minute.

With POAEM Neil Copeland and POMEM Arnell playing well in the middle of the defence, Sultan restricted the Army's chances, and it was a fair reflection of play when the Navy side equalised.

LAEM Ivan Sadd took a corner on the right and Ormston headed home in fine style to bring the half time score to 1-1. On the hour Reeves restored the Sapper's one-goal lead and in a disastrous final eight minutes Sultan conceded a further three goals. Result: HMS Sultan one, 3 RSME five.

In the final match played at Camberley, 3 RSME defeated Bruggen by four goals to nil to become this season's Jubilee Cup champions and NAAFI's head of Projects and Leisure planning presented the Cup to Cpl Mayers.

Perhaps the most remarkable personal stroke of the week came from Navy champion LAEA(R) Terry Taylor (Sultan) when he holed his four iron second shot at the 573-yard par five 13th hole for an albatross.

Unfortunately, such achievements never receive the same accolade as a hole in one, but most players will recognise such a feat as equal to, if not bettering, the popular golfing 'ultimate.'

The RINGA now looks forward to the next Inter Command and Individual Strokeplay Championships at Westbury Park, Exeter, and thoughts are now beginning to turn to selection for the Inter Service team to play in September.

## Haslar's soccer double

FANS of Navy football may take some consolation this month from a unique Cup and League double by a squad from Haslar Hospital.

The Tri-Service team, which has several players from the Senior Service, won the Portsmouth Area S&S Cup this season as well as coming top of the League.

The squad, (pictured with their senior officers) was captained by S/Sgt Rhino O'Neil, and only lost one game in the season - to HMS Sultan.



## Portsmouth golfers claim back Command title

PORTSMOUTH Command golfers battled gamely to win the Inter Command Matchplay Championships at the China Fleet Country Club at Saltash writes Cdr Gary Skins.

The event was scheduled earlier in the calendar than in the past to accommodate a busy fixtures list, but the golfers enjoyed unseasonal sunshine and the course played exceptionally well.

The standard of golf was extremely high throughout the championship and the final result remained in doubt until the last match.

The foundation of Portsmouth's first success since 1986 came from

the Navy golf captain Cdr Ian Yuill (Centurion) and fellow RN squad member WEM(R) Alistair Westbury (St Vincent.)

Both achieved 100 per cent records in the five-match round robin format, and with able support down the order the team thoroughly deserved their success.

The holders, Naval Air Command, had a good chance of retaining their title but fell at the last hurdle against Portsmouth and were eventually pipped for second place by Scotland.

Scotland's achievement was also noteworthy. After a slow start the 'Bravehearts' finished strongly and their two wins on the final day ensured their runners-up placing.

### Albatross

The team captain, CPO Eddie Comerford (Caledonia) fielded a young team from north of the border and one or two of his discoveries gave some encouraging signs for Navy golf in the future.

## Exciting start to cricket season

THE NAVY cricket team began their season with a new skipper and an exciting win against the Free Foresters by two runs.

Chris Slocombe led the RN who were put into bat after losing the toss.

The Service was 77 for four wickets before a partnership between the skipper and Mid Peter Andrews added 87 and took the score to 164, where they were both out.

Andrew completed a fine innings of 100 from 140 balls in 170 minutes.

Wickets fell steadily in the chase for runs and the Navy were all out for 191 with Jerome Griffin taking 4 for 45.

When the Foresters batted, opening bowler POMEA David Garbutt bowled five consecutive maidens and took one wicket.

While Sean Morris was batting, the Foresters looked well-placed for victory but he was run out on 59, and despite a late flurry from Griffin (34) and Dodd (40) nine runs were required from the final over.

Dodd took four from the first three balls but some good fielding by the Navy ran out the last two batsmen off the fourth and fifth balls to leave the Foresters all out for 189 and the Navy winners by two runs with one ball remaining.

SCORES: RN 191 (P Andrew 100) Free Foresters 189.

JUNE FIXTURES: Friday June 6 - English Fire Service, June 9 - Hampshire II at Portsmouth, June 25 away to the British Police at Esher. The Combined Services will play Cambridge University in a two-day fixture on June 18 and 19 at Portsmouth.

## In brief Gripping stuff

AS NAVY NEWS went to press, the Service's first indoor climbing competition was taking place in Gloucester.

The RN&RM Mountaineering Club hope that the competition will become an annual event which will promote sports climbing in a friendly and sociable atmosphere. A full report is planned for next month's sports pages.

## Heavyweight

CPO SIMON MANSELL (HMS Berkeley) won the Senior and Masters Weightlifting title at the South West Counties championships.

In the snatch he lifted 77.5kg to break his own county record. In the second of the two lifts he successfully hoisted 95kg but was disappointed in the next two attempts. Simon has set 11 county records in 2½ years and hopes to qualify for the British Masters next year.

## Sid's the boss

NAVY NEWS is happy reassure colleagues of LD Sid Lawrence that he IS the captain of the skeleton bob team featured in the last issue.

The picture caption supplied to us for use in the May issue incorrectly stated that the team was led by Krista Bromley. Sorry, lads, and good luck with your preparation for the 2002 Olympics!





# Wrens return to South Africa after 55 years

THE ROYAL Navy Womens Hockey team tour of South Africa saw Wrens competing in the country for the first time in 55 years.

But the hosts showed that they had lost none of their competitive edge during the intervening years and the RN Women were hard pressed in all six of their fixtures.

Just to be there, the ladies had to raise £27,000 between them and their pre-tour fund raising efforts are as worthy of note as their exploits on the

**Pictures by  
POW(PHOT)  
Crissie Proudley**

field – they arranged everything from car boot sales to invitation tournaments and competed in the Great South Run to raise the cash required.

By the time they finished they even had £1,000 left over to donate to Solent Multiple Sclerosis Therapies.

The tour took them from Cape Town to Johannesburg and gave them enough

time for some spectacular sightseeing on the way.

And they were able to pass on some of their skills to youngsters involved in Johannesburg's 'Local Development Scheme' where they presented hockey sticks and sportswear sent out by Game Set and Match of Chichester.

Throughout their matches the Women displayed great passion and professionalism but had to bow to South African superiority in almost every case.

Visits to Sun City and the Pilansberg Game Reserve provided some much-needed relaxation and the team's spirits were lifted by a well-deserved draw against the South African Defence Force in their final match.

● Right: The official team photograph from the Royal Navy Women's Hockey Team tour of South Africa.

● Left: Youngsters involved in Johannesburg's 'Local Development Scheme' were coached by the Women's Hockey team and were thrilled to receive sports kit donated by well-wishers in the UK

● Below: The RN Women (in blue) defend a penalty corner against Stellenbosch University, Cape Town

● Bottom: Soaking up the pressure from the Garden Ladies, Cape Town, but their best result was a draw with the South African Defence Force.



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# Chinese laundry marks a new deal

CHINESE laundrymen can continue to serve in all major warships after the handover of Hong Kong, thanks to a new deal wrung out by the Royal Navy.

## Bonnie choice of Scots Senior Chaplain



FOR THE first time in the history of the Royal Navy, the Director-General of the Chaplaincy Service is a non-Anglican.

Appointment of the Rev Dr Charles Edward Stewart of the Church of Scotland is seen as forging a new policy in the Navy's chaplaincy of "the best person for the job", regardless of denomination.

A spokesman for the Chaplaincy Service said the move was also in line with the Services' stance on non-discrimination.

The appointment of Dr Stewart as the Navy's Senior Chaplain may be even more pleasing to many Scots for another reason. His namesake was Charles Edward Stuart (Bonnie Prince Charlie).

● Fr Ben Franklin, based with the First Submarine Squadron at Faslane, has become the first chaplain to qualify as a submariner and go to sea. He is also, at 46, the oldest person to qualify.

The contract with Worldwide Laundry Services gives the men official status for the first time in their 60-year association and guarantees prices for the next five years.

There will, however, be a requirement to charge VAT on laundry for ships alongside and operating in UK waters, in the same way that NAAFI does now.

The company, a consortium between Serco Ltd and the Shao Brothers, has offered employment to all 108 existing laundrymen and hopes the majority will stay on.

From now on they will wear a WLS uniform and will live and eat with the ship's company.

Sponsor of the new contract, FOSF's Cdr Tim Forster, said: "We hope that people at sea will see almost no change. Hopefully, most of the laundrymen will be the same people, although they may not stay in the same ship for many years as they do now."

Chinese laundrymen have been working informally in RN ships since the 1930s and have seen action in the Falklands War, where two lost their lives, and more recently in the Gulf.

Today, they are at sea in virtually all frigates, destroyers and aircraft carriers as well as the ice patrol ship HMS Endurance and the survey ship HMS Herald.

The hard-working laundrymen are held in high regard throughout the Service and news of the contract will be widely welcomed.

## Marines killed on train roof

TWO OFF-DUTY Royal Marines have been killed in Thailand while riding on the roof of a train.

Mnes Peter Bartlett and Tony Hall died instantly when the train passed under a bridge at night. The Thai police were investigating the circumstances.

Both men were single and aged 24. They had been members of the Commando Logistic Regiment since 1993 and had been involved in Exercise Setia Kawan in Brunei (see page 11).

Their bodies were flown home shortly after the accident.



## Big fish, little fish in flight

HMS DILIGENCE at Pulau Tioman, Malaysia during Exercise Flying Fish 97, towering above a pair of Malaysian patrol boats and the LST Sri Banggi - see also pages 28-29.

## Gulf War illness probe steps up

INVESTIGATION into possible Gulf War illness is to be stepped up, says new Armed Forces Minister, Jack Reid.

While keeping an open mind on whether so-called Gulf War Syndrome exists, Mr Reid says MOD has an obligation to investigate sympathetically and thoroughly - as well as openly and honestly - any illness suffered by those who have served their country.

He has extended the research programme to include vaccines and tablets taken by British Forces in the Gulf and has asked for a full explanation of the scientific basis on which preventative measures were used and how they were carried out.

Mr Reid has also ordered an immediate injection of resources to be put into the medical assessment programme so as to cut the backlog of 300 veterans waiting to be seen by MOD doctors. A military consultant physician is being appointed to work full-time on the task.

## Missile checks target three

THE NAVY is currently checking three of its missile systems to ensure they remain fully effective.

Press reports have spoken of reliability problems with Sea Dart, Sea Wolf and Sea Skua, which are all being refurbished, but a Fleet Support spokesman said all systems remained operational.

"There have been no changes of plans to ships' programmes and we are confident that the immediate requirements for the missiles can be met, including those necessary for a crisis should the need arise," he said. "We operate these missiles to such a high standard that they are constantly being checked and maintained."

## Smallest ships take the Sword of Peace 1996

THE SMALLEST ships in the Navy have won one of the biggest peacetime prizes - the Inshore Training Squadron has been awarded the Wilkinson Sword of Peace for 1996.

Three swords are awarded annually, one to each of the Services, for the units which have done most to further humanitarian causes beyond their normal duties.

Lt Cdr Peter Lewis, Senior Officer at the Inshore Training Squadron, said he was very pleased the squadron had been singled out for the honour, which was shared last year by the aircraft carriers HMS Invincible and Illustrious.

"I see the Wilkinson Sword of Peace as recognition of junior ships' companies and undergraduates being able to punch above their weight in projecting the Royal Navy," he said.

In his submission to the judging panel, Lt Cdr Lewis spoke of how the "professionalism, diplomacy and dedication displayed by the ships' companies and embarked students during their wide-ranging deployments of 1996 has left a fine impression of the Royal Navy, Her Majesty's Government and Britain's young people in many countries."

## Popular guests

During 1996 14 small ships of the squadron, mainly Archer-class patrol craft supporting the University Royal Navy Units, deployed across Europe.

Training forays allowed around 800 students to take part in the programme of 40 visits to ports as far afield as Poland, Sweden and Spain, while in Russia the squadron was the first RN presence at Kaliningrad, where they were popular guests at the celebrations for three centuries of the Russian navy.

In Spain a visit and ceremonial duties at Villagarcia de Arosa rekindled a warm friendship stretching back to the frequent RN visits between 1874 and 1936 - the locals in this area are still known as "Los Ingleses".

## Roebuck returns

HMS ROEBUCK arrives home at Devonport from the Persian Gulf after a six month deployment in which she surveyed over 2,800 miles.

On the way back she attended the International Hydrographic Organisation's 15th conference at Monaco where she hosted a reception for 80 hydrographers from all over the world.

Also back at Devonport - at the end of a two-and-a-half year stint in the Adriatic - was the Fleet Replenishment Ship RFA Resource, now to be decommissioned after 30 years service (see page 9).



## Bidding for a record brew

THE BIG Brew Up - a worldwide tea party in aid of SSAFA Forces Help - hopes to raise £500,000 and enter the Guinness Book of Records.

Parties are planned on board HMS Campbelltown, Westminster, Richmond, Chatham, Fearless, Victory, Belfast, Trenchant, Trafalgar and Torbay on June 11, while commandos will abseil onto an offshore rock promontory for tea at Lands End.

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